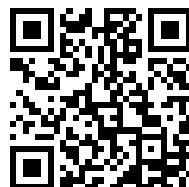

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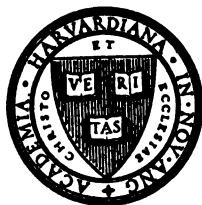


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INDEX

The Railroad Telegrapher

Volume XXXIX—1922

INDEX

EDITORIAL.

Abbitt, John D.....	289
A Call to Action.....	314-315
Accepting No Reductions.....	739
Actual Family Budget.....	1041-1043
Administration's Labor Attitude.....	956-957
A. F. of L. in Session.....	503
Alderman, Elected.....	299
An Announcement.....	496
An Appeal to the Membership.....	729
An Exploded Theory.....	309-310
Another Lie Nailed.....	731
Are Wages Too High?.....	291
As Soon As Practicable.....	955
Bank, Telegraphers National.....	
.....529, 819-820b, 928, 1145-1146	
Be a Citizen.....	95
Beveridge, Albert J.....	723
Board of Directors Meet.....	291
Board of Directors, Report of.....	501
Boiling Over.....	290-291
Bolshevism and Americanism.....	7-8
Brookhart Wins in Iowa.....	519
Business Men Lose—Bankers Gain.....	102
Buy Union-Made Goods.....	1171
Calls Working Women to Convention.....	408
Call to Action, A.....	314-315
Canada, Injunction Tried in.....	110b
Canada, Settlement in.....	100-102
Canadian Situation, The.....	383
Canadian States Fact.....	736
Canadian Trades Unionist Gives Reasons for Opposition to Incorporation of Unions.....	509
Cases Not Decided.....	744-750
Changed Views, Some.....	113
Changes in Directory.....	
.....198, 406, 505, 717, 740, 854, 1029, 1160	
Chesterton on Unions.....	14
Child Labor, Facts About.....	622-623
City Worker Is Farmer's Friend and Ally.....	520-521
Classes May Not Be Separated.....	524-526
Coming Out of It.....	517-518
C. T. U., Twentieth Year for.....	319-320
Committee on Progressive Political Action Reports.....	1162-1166
Congressmen, Occupation of.....	944-945
Contributions to Strikers.....	1051-1053
Correction, A.....	110a, 951
Correspondents, Request to.....	110a
Court Cuts Wages.....	953-954
Court, The Supreme.....	741-742
Courts and Labor Unions.....	1030-1031
Cuban Telegraphers Strike.....	522
Dallies Suppress Facts.....	623
Decisions of Board, Two.....	1055-1059
Directory, Changes in.....	
.....198, 406, 505, 717, 740, 854, 1029, 1160	
Division Directory, Index to.....	700-710
Economists and Ghosts.....	312-313
Edge Wears Off, The.....	821-822
Elected Alderman.....	299
Election, The November.....	828-829
"Employees'" Magazines.....	502
Employer Talks, An.....	854
Enemies of Labor Refuted.....	616-619
Ever Old, Always New.....	285
Exploiting a Wage Increase.....	834-836
Express Commissions.....	1134-1136
Facts About Child Labor.....	622-623
Family Budget, Actual.....	1041-1043
Farmers Help Strikers.....	730
Farmers Lose.....	302
Federal Judge Talks.....	718
Fifty Years in Service.....	405
Financial Power, Make Use of.....	16
Foolish Mendacity.....	1039-1040
For Service or Profits?.....	287
Funds for Strikers.....	818
German Railroaders Strike.....	94-95
Getting Action Now.....	712-713
Gilded Chains.....	727-728
Go Get Them.....	620
Hearing on Rules, The.....	1026-1027
Helping Wall Street.....	528
Help Striking Shopmen.....	941
Herrin Affair, The.....	830-831
Herrin, The Murders at.....	740
Honor Roll.....15, 114, 119, 206, 523, 845, 1141	
Hooper, Mr., Talks.....	1137-1140
If You Win You Lose.....	111-112
Impeaching Daugherty.....	1168-1170
Index to Division Directory.....	700-710
Injunctionitis.....	721-722
Injunction Judge Has Right to "Enforce Laws," No.....	1062
Injunction Tried in Canada.....	110b
Iowa, To All Members in.....	406
Irish Hold Eight-Hour Day.....	316-317
Judges and Umpires.....	825-827
Justice of the Railway Wage Decrease.....	738
Labor Attitude, Administration's.....	956-957
Labor Cost and Prices of Coal.....	300
Labor Day.....	743
Labor Day Message.....	857
La Follette in Wisconsin.....	296
La Follette, Senator, Describes Condi- tions, Utters Warning and Presents Remedy.....	609-613
Let There Be Light.....	199-201
Liars Who Cannot Figure.....	305-308
Lie Nailed, Another.....	731
McAdoo, Mr., Testifies.....	188-191
Make Use of Financial Power.....	16
Mexican Labor for Peace.....	304
Miners Cease Work.....	292
M. & N. A. Strike.....	400
Missouri-Pacific Hospital Association.....	853
Mooney Frame-Up, The.....	734
More About Strike Prevention.....	108
Motion Pictures, Unfair.....	299
Murders at Herrin, The.....	740
Names Wanted.....	291
Nation Produces Enough to Provide Good Living for All, This.....	498-499

INDEX—Continued

National Weekly, Our.....	311
New Year, The.....	1
New Year, We Begin a.....	504-505
Normalcy.....	1028-1029
Normalcy Again.....	187
Nuts to Crack.....	93
Occupation of Congressmen.....	944-945
Ontario Parliament Nullifies Injunction.....	510
Open Shop Destroys Business.....	1061
Opponents Answered.....	847-848
O. R. T. Members Win Office.....	1144
Our National Weekly.....	311
Par Value—Book Value.....	1034-1035
Pennsylvania Signs Up.....	6
Pennsylvania, To All Members in.....	939-940
Pension Department, Our.....	409, 421, 608, 934, 1045, 1149
Perjury Charged in Sacco-Vanzetti Case.....	952
Pipe Line Telegraphers Win Strike.....	722
Play.....	15
Plumb Answers Markham.....	104-108
Plumb's Last Speech.....	837-844
Political Unity Conference.....	202-205
Power of the Press, The.....	832-833
Powers That Prey Trying to Defeat La Follette.....	497
Preacher Answers Critics.....	751-752
President Manion Speaks.....	286-287
President Manion Writes Board.....	96-99
President Presents Facts.....	193-196
Printers' Union in Fine Shape.....	301
Problems, Strike.....	1063-1073
Public Pays the Freight, The.....	621
Public Again Pays, The.....	733
"Public Ownership," a Monthly Magazine.....	402
Queer Birds.....	3
Railroaders and Miners Confer.....	297
Railroad Crisis, The.....	724-725
Railroads Not Broke.....	294-296
Railroads Run for Stock Jugglers.....	530-532
Railroad Senators Lose.....	1032
Railway Age and McAdoo, The.....	109-110
Railway Wage Decrease, Justice of the.....	738
Read and Act—Now.....	103, 192, 293, 515
Read Labor.....	737
Read This.....	11-12
Recurrence of an Idea.....	1037-1038
Refusal to Maintain Operator Causes Wreck.....	401
Report of Board of Directors.....	501
Request for Interpretation and Proper Application of Rules to Be Heard by U. S. Labor Board.....	922-927
Request to Correspondents.....	110a
Revised Rules.....	207-212
Road Earns Sixty-two Per Cent.....	614-615
Roll of Honor.....	15, 114-119, 206, 523, 845, 1141
Rules, The Hearing on.....	1026-1027
Russian Railroads Improve.....	848
Russian Relief Fund.....	110b, 196, 300
Safety First on Railroads.....	321
Scotland, Wage Award in.....	298
Settlement in Canada.....	100-102

Settlement Secured, Satisfactory.....	320
Ship Subsidy.....	303
Shopmen, Help Striking.....	941
Some Changed Views.....	113
Spider and the Fly, The.....	13
Standard of Living.....	1060
Standards of Living.....	407-408
Station Agent, The.....	318
Stormy Session Ahead, A.....	1156-1158
Strike of Shopmen.....	607
Strike Prevention, More About.....	108
Strike Problems.....	1063-1073
Strike, South African.....	846
Strikers, Contributions to.....	1051-1053
Strikers, Funds for.....	818
Strikers Grateful for Help.....	929-933
Study the Judges.....	1150-1154
Supreme Court, The.....	741-742
Supreme Issue, The.....	942
Telegraphers National Bank.....	529, 819-820b, 928, 1145-1146
This Year Is Ours.....	2-3
Timely and Untimely Observations.....	855-856
To All Members in Iowa.....	406
To Get Workers on the Land.....	943
To Those Who Write for Publication.....	1161
Trying to Put One Over.....	850-852
'Twas a Hard Year—For Some.....	197-198
Twentieth Year for C. T. U.....	319-320
Twisted Mentally.....	935-936
Under the Equator.....	735
Unfair Motion Pictures.....	299
Unionism Our Sole Defense.....	603
Unionize All Mines.....	1047-1050
Verbal Orders Cause Wreck.....	110-110a
Vote for These.....	946-951
Wage Award in Scotland.....	298
Wage Controversy, The.....	496
Wage Cutting Kills Prosperity.....	736
Wage Hearing at Chicago.....	389-400
Wage Increase, Exploiting a.....	834-836
Wages and Prices.....	288-289
What Judges Do.....	506-508
Whitehead-Hoag Unfair.....	849
Who Built the Roads.....	937-938
Who Is General Public.....	527
Why Miners Rejected President's Plan.....	720
Widows and Orphans Own Everything.....	513-514
World-wide Abuse of Labor.....	404-405
Worried.....	9-10
Wrong Added to Injustice.....	1130-1133

DECISIONS OF BOARD, INTERPRETATIONS AND APPLICATION OF SUPPLEMENTS.

Decision No. 553 (Docket 898), Erie R. R.	17
Decision No. 757 (Dockets 1, 2, 3, and 1606)	207-212
Decision No. 825 (Docket 1263), C. I. & W. R. R.	524
Decision No. 1286 (Docket 928), Erie R. R.	1057-1059

INDEX—Continued

Decision No. 1287 (Docket 2456), Erie
R. R.1056-1057

BRIEFLETS.

Pages 18-27, 120-130, 214-225, 322-333, 422-
439, 534-548, 624-636, 754-765, 858-871, 959-975,
1074-1086, 1172-1183.

PERSONAL MENTION.

Pages 28-29, 132-133, 226-228, 334-336, 440-
442, 550-552, 638-639, 766-767, 872-873, 976-978,
1088-1090, 1184-1185.

LADIES' AUXILIARY.

Pages 30-31, 134-135, 229, 338-339, 444-445,
554-555, 640-641, 768-770, 874-876, 980-981,
1092-1093, 1186-1187.

VIEW POINT.

Pages 36-52, 140-154, 234-249, 344-356, 450-
469, 560-573, 646-667, 776-788, 882-897, 986-999,
1098-1107, 1192-1201.

FRATERNAL.

Pages 58-90, 156-185, 250-281, 358-384, 470-
490, 574-596, 668-697, 790-814, 898-918, 1000-
1022, 1108-1127, 1202-1238.

PHOTOS.

Ball, Webb C..... 191
Board of Directors..... 500
Delegates:
Chicago, Milwaukee & St. Paul R. R.,
Division No. 23, at Savannah Con-
vention, 1921 284
Illinois Central Ry., Division No. 36,
at Savannah Convention, 1921..... 1
Enright, Richard E.....1054
Hicks, L. E.....1159
Kelso, Charles Garrison..... 4
Morris, William J..... 198
Plumb, Glenn E..... 711
Quick, Leon Willis..... 600
Thurston, A. D..... 504
Walters, H. S.....1147
Welch, Charles B.....1159

23-17
28

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JANUARY

NUMBER
ONE

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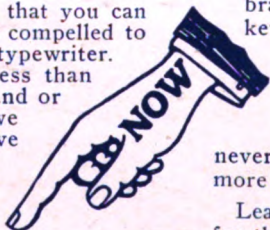
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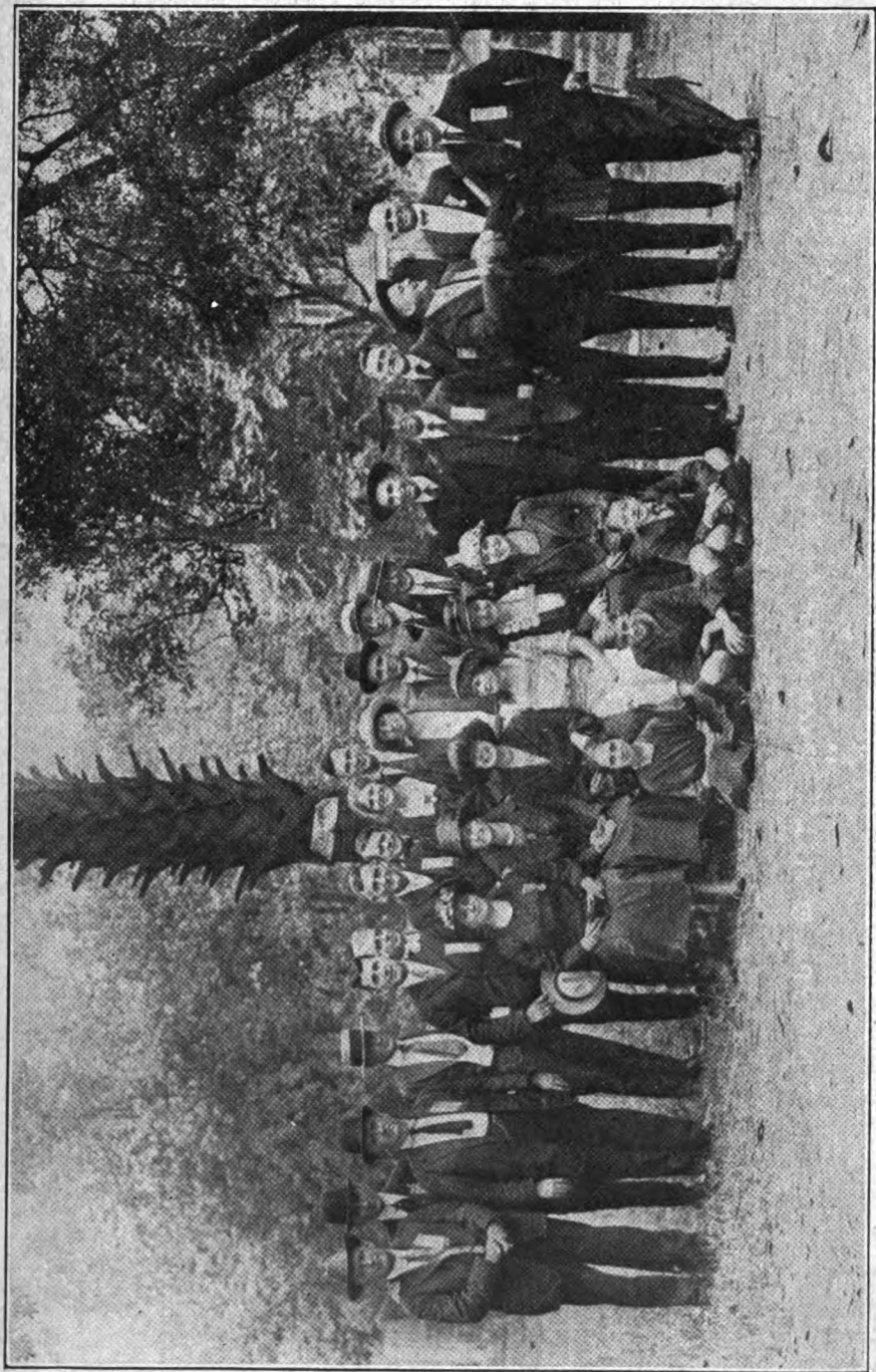
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DELEGATES AND RELATIVES DIVISION 36, ILLINOIS CENTRAL RY., AT SAVANNAH CONVENTION.

Standing—D. F. Calloway, C. R. Walters, C. A. Mulhall, R. K. Smith, W. R. Keister, Walter Kelly, J. E. Bull, J. J. Davis, Mrs. C. H. Brennecke, C. H. Brennecke, Mrs. J. A. Auld, J. A. Auld, G. E. Chance, R. L. Shannon, J. T. Mashburn, Wesley Stone, W. C. Strickler, A. M. Garrick, J. E. West, E. Cosgrove.
 Seated—Mrs. W. R. Keister, Mrs. J. E. Bull, Mrs. R. L. Shannon, Mrs. J. E. West, Mrs. J. T. Mashburn, Mrs. Wesley Stone.
 Below—Jennette Stone, Robert Shannon, Jack Mashburn.



THE RAILROAD TELEGRAPHER

E. J. MANION, Editor and Manager.



Vol. XXXIX

JANUARY, 1922

No. 1



THE EDITOR'S DESK



THE NEW YEAR

OUR ancestors fixed the beginning of the year at that season when the sun turned its face toward the north and the days grew in hours. As the old year died they awaited its end, knowing that as it died the new year would enter and mark the beginning of the time when the earth would again be green and pleasant.

The year 1921 was one of darkness for labor. The forces of evil, working in that darkness, consolidated their positions and made every effort to establish themselves in power. As the year grew old the cold blasts of the winter of their power appeared to congeal all currents of opposition and the ice of privilege covered the flow of thought.

Lately have there appeared, back in the shallow pools, frozen and quiet, little breaks in that ice and the sound of the cracking thereof may be heard. The Sun of Progress is rising higher and all signs portend that again shall its beams flood the land and melt the ice that now holds in its grip the currents that carry men on.

As those from whom we come proclaimed the lengthening of the days and celebrated the return of the Sun, so we who follow can at this time, with the same surety, proclaim the beginning of a new year and the coming of the day when wrong shall end and right, made might by the Sun of Progress, shall triumph.

This Year Is Ours

Those who sought to destroy labor organizations during the year 1921 came mighty near exhausting their box of tricks. If they left anything unsaid or failed in making their purpose plain it was not their fault. For all of which we may be thankful.

This one thing the enemies of labor have made plain, so plain that all may and do understand—labor must not be allowed to organize, but remain a divided, leaderless mass to be dominated by an organized minority. There can be no gainsaying that fact. All will readily admit it.

Those who have managed and urged the attack upon labor have failed to achieve the purpose intended. It was inevitable that they should fail. To win they must change human nature and destroy the impulse to progress. Despite talk of Normalcy and "going back," humanity cannot stand still nor can it go backwards. Man is not a crab.

Slowly, yet surely, those who attack labor undermine and cause to fall those who rest their foundations upon labor. The farmer and smaller business man is being deflated, bankrupted and ruined into an understanding of the fact that as labor loses work and pay, labor cannot buy, and when labor stops buying, then they stop selling.

During the year just ended the enemies of labor have demanded and received ever increasing prices, dividends and profits from their control of railroads, street railways, telephone, gas, electric light and power and other public service corporations.

Boldly and brazenly have they proclaimed their divine right to never suffer loss and always be in the enjoyment of a profit, a surplus and an over-sufficiency.

While farmer and business man have been bankrupted in ever increasing numbers, the mighty and powerful have been growing ever richer, and commissions, boards and courts all hasten to help them grow richer at the expense of the rest of us.

Farmer and business man are commencing to realize that in the past two years they have been used as fall guys for a crew of highbinders and gangsters, disguised as Americans, who have been engaged in destroying the purchasing ability of the best customers the farmer and business man have or can have.

Wages have been ruthlessly cut wherever it could be done, yet the number of unemployed grows and conditions do not improve, though all of us were given to understand that high wages were the cause of all our troubles. Those of the workers who foolishly accepted cuts find no certainty of employment and in grasping at a shadow have lost a substance.

The game of the despoiler is about played out. He is supreme in business and politically powerful, controlling both, he and his are solely responsible and must deliver the goods or stand an acknowledged failure.

In this year of 1922 the workers on railroads, in mine, factory and shop can lose nothing by maintaining a determination to refuse any further lowering of wages or abolishing of rights. The cuts heretofore made and the abrogation of rights allowed have availed nothing either to the ones directly affected or the great mass of the people, and neither has that ghostly personage, The Public, benefited.

Listening to the siren song of the despoiler is a losing game; proven to be a losing game for all but the spoiler. Every play made at his behest and according to his system has resulted in loss and failure for all but him, and all are beginning to understand how they have been played for easy marks and "good things."

Members of organized labor cannot and will not meekly submit to any further attacks, cuts in wages or destruction of conditions. The outlaw and anarchist in high places has had his day and failed, failed miserably, to bring prosperity, regularity of employment or peace to the land. He has proven to be mentally and intellectually bankrupt and unfit. Labor will not and others dare not tolerate further assaults upon American principles and human aspirations by those who, during the past few years, have caused strife, confusion, misery and discord to run riot in this land and others.

This year of 1922 is ours, if we manfully and wisely face our problems and refuse to be bluffed.

QUEER BIRDS

Injunction judges and injunctions are queer birds. Here is Judge Landis, of baseball monopoly fame, who issues a temporary injunction against the Railway Labor Board, the ostensible purpose of the injunction being to prevent the publication of a decision of the board.

The decision had not been handed down, but the Pennsylvania had reason to believe the decision was unfavorable to that company and the publication of it would lead to arraying "public sentiment" against the road, therefore it sought relief through injunctive process and, of course, Landis (like every other judge, he likes power and notoriety) issues the injunction.

If the board had proceeded to decide the case and render the decision as intended, it is doubtful if the Associated Press or any of the dailies would have given space to the matter and if they had, would have so garbled the story as to make it have no effect. After it was all over the great mass of people in the country would have been informed of but one thing, namely: that a decision had been rendered against a railroad by the Labor Board. Liberal and labor papers would have given more or less of the actual decision to their readers and those might have gathered some real idea of what it was all about. That, to all intents and purposes, would have been all the publicity given in the matter.

Since Judge Landis issued his injunction preventing publicity there has been more publicity given to the fact that the Pennsylvania is trying to prevent an adverse decision being given publicity than if no attempt to prevent the publication of the decision had been made.

To one who sits on the side lines and just watches the game, it appears that the way to get publicity is to have some judge enjoin any publication of any fact. The old saying had it, "Whom the gods wish to destroy they first make mad." Modern days and ways amend that saying to read as follows: "Whom the gods wish to destroy they make ridiculous."

CHARLES GARRISON KELSO

It is with the deepest of sorrow that we announce the death of Brother C. G. Kelso, General Chairman of the St. Louis-San Francisco System Division No. 32.

Brother Kelso, the senior General Chairman in our organization, died at the Frisco Employees' Hospital, Springfield, Mo., Tuesday, December 27, 1921. A cold contracted during November caused him to relinquish his duties early in December and later required his removal to the Hospital.

General Chairman Kelso was born in Calloway County, Missouri, on June 23, 1873. He began his railroad service on the Chicago, Burlington & Quincy Railroad, and shortly afterward entered the service of the St. Louis-San Francisco Railroad on March 13, 1897. He immediately became interested in the welfare of his co-workers, and during the next few years, through his untiring efforts, was successful in organizing all eligible employees on that railroad into membership in our organization, and became their General Chairman in 1903. He had been selected a delegate to each of our conventions since 1905.

In August, 1906, he was elevated to membership on the Board of Directors of the Grand Division and continued as one of the directorate until May, 1915, when he retired to devote his entire efforts to the office of General Chairman of Frisco System Division No. 32. During several years of service on the Board of Directors he was Secretary of that body. The whole record of his life was that of unselfish generosity; his services to our Organization were of sterling value.

The funeral services were held at his home, Thursday, December 29, 1921, and were conducted by Rev. W. R. McCormack, Grace M. E. Church, of which Brother Kelso was a member, and by Solomon Masonic Lodge No. 270. The interment took place in the family lot at Hazelwood Cemetery, Springfield, Missouri.

The last sacred rites were participated in by a large number of brother telegraphers, including the President, Grand Secretary and Treasurer, and a representative of the Board of Directors of the Grand Division.

A widow, a daughter, Kathryn, and a son, Junius, mourn his loss. Their loss is also ours, and the deepest sympathy and consolation of the officers and members of The Order of Railroad Telegraphers is extended to the bereaved relatives.

We are better for his having been with us. He left us:

"Like one who wraps the drapery of his couch about him
And lies down to pleasant dreams."



CHARLES GARRISON KELSO

Pennsylvania Signs Up

On January first an agreement between the Order of Railroad Telegraphers and the Pennsylvania System, covering all lines east and west, became effective. The agreement was signed for the Pennsylvania System by officials of the road and for the Order of Railroad Telegraphers by General Chairman Joseph Nucklas for the lines east and General Chairman J. E. Hindmarch, for the lines west.

The general committee and the management were enabled to arrive at an agreement on all but a few points, and those matters upon which agreement could not be reached have been referred to the Railway Labor Board for decision.

The general committee and the officials of the company early in the negotiations, in fact, from the start thereof, were entirely harmonious, the proceedings being conducted in a manner pleasing and satisfactory to both interests. The management displayed no hesitancy in meeting, and showed a willingness to go along with, the committee as representing the Order of Railroad Telegraphers.

The rules and working conditions agreed upon for the entire system and all lines of road thereof will be published in book form and a copy furnished every employe covered by the agreement. Each region will have its own issue of the schedule contract in which will appear the rules governing the entire system and the wage scale affecting each position in that particular region. All will bear the names of the general manager of each region as signing for the company and the name of the respective general chairman as signing for the Order of Railroad Telegraphers.

The general committee, the general chairmen and President Manion, who assisted the committee with advice and counsel, are to be congratulated upon the successful conclusion of an agreement and the management is to be commended for the readiness displayed to recognize and negotiate.

A Newberry motto: Where ignorance is bliss 'tis folly to be wise.

Here's hoping the dear old Public will stop shivering during 1922. It must be sick of being worried.

Strong in death: The City National Bank lays all the troubles of the years past and those of the year to come at the door of High Wages.

When Gabriel blows his trumpet on the last dread day, some banker will rise and say: "It was all caused by high wages."

Funny no one has as yet claimed that high wages drove the Kaiser insane and thereby caused the world to go to war.

It may be that as a New Year's gift judges may decide to let the people make laws. They will—along about 2022, and then only if compelled to.

Bolshevism and Americanism

A gentleman who disagrees with us as to the advisability of industrial courts claims that our strictures on such schemes and our objection to laws that tend to prevent a man leaving his job either as an individual or in company with all others employed with him are plain evidence that we are Bolshevistic in attitude and thought.

He claims, and uses up considerable space in making his claim, that such laws are for "the protection of the public" and are not aimed at labor, but to prevent any interruption of a public necessity.

He further alleges that such laws have worked well in Canada, Australia and Kansas. As for Canada we refer him to Hon. F. A. Acland, sometime Deputy Minister of Labor. He said in 1912: "Reference has been made to the strikes occurring in disputes which had been before boards and had not been adjusted. There has been also, in industries coming under the act, a considerable number of disputes which have not gone before a board of investigation. Work ceased in these cases without regard to the act.

"What, it may be asked, becomes of the penalties prescribed for these apparent infringements of the statute? The reply must be that such cases have seldom gone to the courts. It has not been the policy of the successive ministers under whose authority the statute has been administered to undertake the enforcement of these provisions." And there you are.

The "successive ministers" realized that the criminal provisions of the act could not be enforced without great danger to the dignity and respect for law. That to make men stay at work when they didn't want to and to jail them when they refused to go back after quitting, was to array men against the government because that government was attempting to enslave them. The penal sections of the Canadian act have never been enforced, except in a few minor cases early in the life of the act, and no government would attempt to enforce them. In practice the act works out as a purely voluntary arbitration act and only as such can it be of the slightest value in preventing strikes.

In Australia such laws have not and do not prevent strikes. The history of those laws in Australia and New Zealand prove the unworkable nature of such acts.

The objection to discussion of such acts by labor papers and journals, raised by the gentleman above referred to, to the effect that those attacking such acts and courts instituted by such acts, are "Bolshevistic in attitude and thought" is rather far fetched.

It is a curious reflection upon their own intelligence when such gentlemen make that charge. Since when has an American or Canadian had to be urged by a whiskered Russian to fight for and urge the retention of our liberties? Is it the opinion of the gentleman and his kind that Americans and Canadians have fallen so low that they are incapable of resisting oppression

and usurpation unless and until they have been scourged into doing so by some ignorant Mouzjik? Whence comes this idea that to be an American one must stand still and be kicked?

There has been a lot of idle talk about The Public by those who use that as an excuse for sticking up the people of this and other lands. Whether those who work for wages are part of the public or not is meaningless until it is known just exactly what the term The Public means.

If we take the newspaper and politician's idea of the public as being that small element that is composed of bankers, stockholders, bond holders, their male and female prostitutes, courtesans and tip takers and require that workmen be loyal to them and theirs—we have not eliminated the fact that loyalty, to be anything at all, must be mutual.

By what right does The Public claim fealty to it from those who work, when it never cares two hurrahs in Cain about the worker? The only time The Public gets excited about the worker is when some Wall street second-story sneak thief wants to swindle The Public and rob the worker and always does The Public take the side of the second-story man and gets skinned for its pains. According to the logic of the gentleman who objects, only the Russians are awake to such practices and tricks, which is another reflection on himself and a greater one on Americans.

Servile worship of courts is not American. The blatant blabber concerning the sanctity of courts and the Divine Rights of judges is a recrudescence of the dead and rotten Divine Right of Kings. A judge or court which cannot command respect is unworthy of respect and no judge or court serving the oppressors of the people ever will be respected.

All courts seem to be engaged in a conspiracy to outlaw labor organizations and to prevent labor organizing; to leave labor unorganized and helpless before those who are engaged in an organized effort and through their organizations to destroy and tear down. The courts are rapidly becoming the bulwark of the despoilers, swindlers and exploiter and the chief agency in an attempt to destroy liberty.

There has been an attempt to build up in this country a veneration for wealth and the courts who serve mammon against man. That attempt will fail because corrupt and partial courts are foreign to American traditions. If those who now denounce attempts to make a subject class in this land, if those who now oppose the establishment of slavery for those who work are Bolsheviks, then Paine, Jefferson, Adams, Madison, Jackson and Lincoln were also Bolsheviks. If it is un-American to criticize courts and deny their right to declare laws null and void, then Jefferson, Adams and Lincoln were not Americans.

Those who now proclaim so loudly their "Americanism" are a sorry lot engaged in reading out of American history every man previously noted for Americanism—that fact is slowly emerging from the fog of denunciation and abuse of labor, raised by the machinations of those who hate America and Americanism and who pattern after and worship the Europe that is gone.

Worried

It is indeed a sad and trying experience for an honest man to fall among thieves, but sadder still for a reasonably fair and honest man to be tarred with the same stick his less virtuous associates deserve.

Recently a president of a railroad, objecting to statements made concerning railroad managements and control by financiers, together with a setting forth of figures showing the thimblerrigging indulged in by those who make pleas for railroad financiers, sent out a plea for those who knew him not to believe the statements made by those who oppose the present controllers of the peoples' railroads.

For four years now, those in control of the roads—not the officials of the roads, for they themselves admit they are but hired men—have supported and maintained a press service that has resorted to the vilest misrepresentation of men whose only fault was that they worked on railroads. That service has deliberately sought to array all other citizens of the land against those who worked on and for railroads. The campaign conducted, by that agency and through its control of the press was a campaign designed to create bitterness, to cause hatreds and to destroy harmony.

To those in charge of that campaign, neither the poor nor the unfortunate were secure from attack. Their chief "arguments" and most vicious attacks were launched against the worst paid employes of the roads and their manifest intent was to destroy the hope of progress to decent conditions for those men, their women and their children.

No lie was too base or cruel in its effect for them; nothing was secure from their vituperative abuse and always were they meanly and in cowardly fashion hiding behind the cloak of The Public.

Such being so, was it reasonable to expect that those men and their representatives would not think of the things they had known and seen in railroad service? That they would not remember the "politics" played by railroad managements; the favoritisms shown certain shippers; the placing of incompetent "friends of stockholders" in positions of trust and power; the juggling of figures and falsification of accounts indulged in by railroads? Was it to be expected that men attacked for no reason except that they had dared approach the standard of manhood, should tamely and meekly submit to villification, abuse and deliberate misrepresentation of themselves and their fellows?

Was it not to be expected that those men and their representatives would tell what they knew? Would search the record and find, among other things in that record, open, admitted and not excused evidence of fraud, duplicity, corruption, bribery and debauchery by and of railroad officials and public servants by and for railroad manipulators and wreckers?

The president of the road who has resented attacks upon the veracity, accuracy and honesty of those he serves may be free from blame and the

fact that he resents seems to prove he does not favor the practices indulged in by those who manipulate and control railroads for financial purposes, but he cannot change the record.

From 1905 to 1914 a series of investigations into railroad activities of one kind and another were conducted by the Interstate Commerce Commission acting under instructions from Congress. The testimony taken during those investigations fills volume after volume, to be found in the archives of the Interstate Commerce Commission. That testimony is one long record of swindle. Any 100 pages of it will produce uncontradicted testimony showing corruption and a desire to cheat; to set the law at naught; to rob and corrupt.

The record is there. It has never been denied, cannot be denied. The same men who made that record are still the controlling element in railroad finance and management and those who run the principal roads of the country came up out of and were developed in that atmosphere of chicane, corruption and deceit.

Always has that record been suppressed. Those who made it were and are now powerful and able to prevent it being published, but it is there in sworn testimony of minor and high railroad officials, investigators and others, and much of it—very much of it—is the record of those now in control of railroads.

Why not take that record, made under oath, and in great measure uncontradicted and admitted, and publish it? The publication of it will convince the dear old Public that it has been used as a "good thing" for lo, these many years by a set of hightinders and the president of a road who, as noted above, objects to a partial showing of that record, could be assured that those who know that record know whereof they speak.

If the Open Shoppers win, the turkey will be a rare bird at Yuletide.

How about giving your local or general chairman that \$1.50 for subscription to *Labor* when he comes along?

Rather remarkable what can be put over on a candidate for the Senate. Other people can spend his money and he never know it. He must have money to burn.

Anyhow, it was better to say he didn't know about it at all than to say he did it while temporarily insane. One excuse was better than another.

If our future Senators are to be as dumb as is the junior Senator from Michigan, why bother about electing them? There are a lot of overcrowded insane asylums from which to secure recruits.

The *Railway Age* wants better labor leaders. Seems to us that's an old gag. Funny how easy it is for enemies of labor to pick out better leaders. As easy as it was for the Kaiser to pick out better leaders for the Allies.

Read This

The editor of the Locomotive Firemen and Enginemen's Magazine usually has something to say and what he says is to the point and well said. We here reproduce his comments upon the attempt of Big Business, Rotarians and Chambers of Commerce to prevent labor getting out from under the heel of the usurer.

BIG BUSINESS BOUND TO RETAIN MONOPOLY

And now Big Money and Big Business are making covert threats at such popular institutions as the Brotherhood of Locomotive Engineers' Co-operative National Bank, Cleveland, Ohio, which shares its profits with its depositors and whose resources have grown from \$650,871.77 on November 1, 1920, to \$10,000,000 on October 1, 1921.

In this connection we quote the following from a recent issue of *Trust Companies*, a prominent financial publication:

"The numerous hazy but ambitious projects to launch 'Co-operative Labor banks' are not only undeserving of public approval, but should be condemned as subversive to legitimate banking conduct and dangerously antagonistic to democratic American principles. The plea of the promoters that such enterprises are primarily intended to supply the laboring people with banking accommodations, which they claim is now denied them, is obviously misleading and hypocritical. No country in the world possesses so many banking institutions, conducted upon the broadest lines of service, as the United States.

"There are other 'Union Labor banks' as well as 'trust companies' in contemplation to 'corral Labor resources for the advantage of Labor Unionism.' It is time for bankers' associations and legislatures to take cognizance of such vicious promotions."

Commenting on this utterance of the above quoted financial publication, Grand Chief W. S. Stone of the Brotherhood of Locomotive Engineers, said:

"Labor, according to their creed, has no right to be anything but 'hewers of wood and drawers of water.' This theory, along with that of the 'divine right of kings,' belongs to the dark ages. Labor has the right to organize banks, to conserve its energy; to handle its own resources and have a voice in the industrial, economic and financial affairs of this country. It has the power in its hand to elect those who sit in the halls of Congress and in the state legislatures, and see to it that they enact laws that will give to Labor a 'square deal.'

"That Labor can and will do this in the future is as certain as the fact that Labor Organizations, in some form or other, called by some name or other, are here to stay, and are a power that will have to be reckoned with in the coming years."

As stated in a former issue of the magazine, the organization of new national banks is being "discouraged" by the Controller of the United States Currency. According to Washington press reports Controller Crissinger is of the opinion that there are enough national banks in existence to do the business of the country. He is reported as having said recently:

"There seems to be a mania for starting banks. There must be a feeling that the banker occupies a position of vantage, an easy life, and is on the road to riches. It is almost unaccountable that in this time of stress there should be so many applications for banks and so many under \$50,000."

In this connection it is interesting to note the psychology prevalent in Big Business and Big Money circles regarding the workers becoming politically active in their own behalf as expressed not long ago by Sir George Croyden Marks, a member of the British Parliament, in an address before the New York Rotary Club. We should explain here that Rotary Clubs are offshoots of Chambers of Commerce and are just as intolerant and resentful of the exercise by the workers of their constitutional rights in protecting their industrial interests and quite as arrogant in their determination to suppress them.

Now the working class in Great Britain has made wonderful progress in concentrating, directing and utilizing for the benefit of the workers their own political power, and those who seek to exploit Labor are opposed to this—in fact, they would like to overthrow the Labor Party in Great Britain, and doubtless would attempt it if they did not realize how utterly futile such an effort would be. Hence, they are eager to obstruct Labor's progress toward the attaining of political power and such attitude did this titled emissary of Big Business in Great Britain reveal in his address before the New York Rotary Club when, according to press reports, he said in part:

"The trade unions have learned that they cannot control industry. And let me say to you in passing—never permit the trades unions of the United States to become a political party. Stop that at any cost. The trend in the United States is the trend from which we have suffered in England. Take warning from what we have undergone."

Thus notwithstanding our boasted democracy—irrespective of the claims we make of "living in a free country"—we find actively at work forces and influences that are steadily operating to deny the working class the rights accorded to Capital. Thus we find discrimination in the matter of granting workers charters for their own banks and determined opposition on the part of the privileged interests to the establishment by the workers of the United States of a political institution such as the British Labor Party, and in the attainment of this purpose the one stupendously powerful weapon in the hands of these intolerant autocrats—a weapon that they utilize with constant and telling effect—is the press, which they control almost in its entirety. If Labor is to combat these efforts for its own complete subjugation it must have a press of its own through which it can present its side of the case to the public—it must have a public press controlled by Labor.

It is an axiom that it is easy to remember what you have said when you tell the truth, but mighty hard to remember the details of a lying report. We offer that for what it is worth to the Railroad Executives. They seem to be overdoing it lately. It is unwise to slop over.

The Railroad Executives told the farmer that during government control the roads were let go to rack and ruin and no money was spent in maintaining either roadbed or equipment. Along comes Mr. Wm. Sproule, one of the executives and says: "The government made large capital expenditures for improvement." Who is who?

The *Railway Age* has found a fundamental weakness in the Transportation Act, same f w being that the I. C. C. does not fix wages. Well, the *Railway Age* crowd drafted the act and they knew what they were doing—always have—they admit it, so why pick flaws in a flawless law? There's no pleasing that outfit.

The Spider and the Fly

Some big railroad managements are working hard to establish the Benevolent Despotism Plan of control of employes. They want to have as complete domination over their workers as they have over the inanimate assets of their respective companies. It is their purpose to fix for their employes collectively the status of a factor in the industry that will be as unquestionably submissive to the will of the management as is a live locomotive in perfect working order responsive to the movement of the levers by which its machinery is operated.

Realizing, however, that there is the self-assertive "human element" to deal with in that prime essential to the existence of their enterprise known as "man power," they pretend to make certain voluntary concessions and to extend divers gracious considerations to their employes, which, on their face, seem to convey on the part of the management a concern for the welfare of their "partners" in the industry, but which in actual practice, like Dead Sea fruit, turn to ashes on the lips and demonstrate the real incentive responsible for them.

With hypocritical blandishments, interspersed with many stock phrases as to the mutuality of the interests of Capital and Labor—of employer and employe—the workers are assured that their best interests demand that they be "organized" along lines of "absolute co-operation" with their employers, otherwise known as the "Benevolent Despotism Plan," and when said plan is once established the employers see to it that there is no danger of any independent action on the part of the employes threatening its stability and perpetuity. Representatives of the company control every grievance committee, big and little, local and general, and woe betide the member of any such committee or any other individual employe who submits to any such committee any proposal in behalf of his fellow workers that appears to the management to be in conflict with what they regard as the interests of the employing concern.

The attitude of the railroad companies seeking to establish this Benevolent Despotism Plan is precisely analogous to that of the spider inviting the fly into its parlor. Employes unfortunate enough to be "organized" under this plan become as hopelessly impotent to help themselves as is the fly after it has been completely bound with the threads of the spider's web.

Thus, for instance, it has been but a few days ago that this application of the principles of "mutuality of interest" between employer and employe was beautifully exemplified in the case of the Colorado Fuel & Iron Company, pioneers in the Benevolent Despotism Movement, wherein the "mutual well-being" of the said employer and employe was demonstrated by the putting in effect of a 30 per cent cut in wages. It was accomplished by the mere announcement of the company. True, there were some proceedings before the Colorado State Industrial Commission which temporarily held up the wage cut, but that was an obstacle easily overcome and press dispatches on November 5 announced the Commission had taken action which "permits the company to put into effect wage scales established September 1, last, in which reductions were approximately 30 per cent." How full of the Thanksgiving spirit these loyal employes should be and how happy they must feel to contribute this trifle to the well-being of their dear "partners"—John D., and the rest.

The Benevolent Despotism Plan is a feature of the Open Shop system and the Open Shop campaign has for its purpose—for its prime and chief object—the absolute destruction of all labor unions, including those that do not operate under the Union or closed shop system. It behooves all Labor organizations to get together in a determined campaign to fight the Benevolent Despotism Plan, for the world is too small for the simultaneous existence of Benevolent Despotism and Labor Union organizations.—*B. of L. F. and E. Magazine.*

Chesterton on Unions

In his able and original "Short History of England," G. K. Chesterton has this to say on page 230:

"The unconscious nineteenth century movement, so slow that it seems stationary, was in the direction of which workhouse philanthropy is the type. Nevertheless, it had one national institution to combat and overcome, one institution all the more intensely national because it was not official, and in a sense not even political. The modern trade union was the inspiration and creation of the English; it is still largely known throughout Europe by its English name. It was the English expression of the European effort to resist the tendency of Capitalism to reach its natural culmination in slavery. In this it has an almost weird psychological interest, for it is a return to the past by men ignorant of the past, like the subconscious action of some man who has lost his memory. We say that history repeats itself, and it is even more interesting when it unconsciously repeats itself. No man on earth is kept so ignorant of the Middle Ages as the British workman, except perhaps the British business man who employs him. Yet all who know even a little of the Middle Ages can see that the modern trade union is a groping for the ancient guild. It is true that those who look to the trade union, and even those clear-sighted enough to call it the guild, are often without the faintest tinge of mediæval mysticism, or even of mediæval morality. But this fact is in itself the most striking and even staggering tribute to mediæval morality. It has all the clinching logic of coincidence."

After analyzing all the economic panaceas of politicians, and dismissing them, he says, on the concluding page of his work:

"Under all its mask of machinery and instruction, the German regimentation of the poor was the relapse of barbarians into slavery. I can see no escape from it for ourselves in the ruts of our present reforms, but by doing what the mediævals did after the other barbarian defeats, beginning by guilds and small independent groups, gradually to restore the personal property of the poor and the personal freedom of the family. If the English really attempt that, the English have at least shown in the war, to anyone who doubted it, that they have not lost the courage and capacity of their fathers, and can carry it through if they will. If they do not do so, if they continue to move only with the dead momentum of the social discipline which we learned from Germany, there is nothing before us but what Mr. Belloc, the discoverer of this great sociological drift, has called the servile state."

The mendacity of the *Railway Age* is equalled by its impudence and excelled by its naiveté.

If law is law and must be obeyed then railroads must also obey the law. Otherwise law is but a joke.

The "world court" is now constituted and is composed of lawyers and professors. The world has our sympathy—if it will do any good.

Now that the Railroad Labor Board has acquired a few teeth, the roads want it abolished and its duties turned over to the Interstate Commerce Commission.

If the roads resort to their old trick of ignoring the law and the decisions of the board, the poor old kept press will again be screeching about railroad men "waging war on the public."

Play

One sure way to make a man lose interest in a cause is to be eternally telling him it is his duty to do thus and so.

The man who can look back and remember the boy he was can remember how tellsome and irksome were the duties he was forced to comply with. Naturally and inevitably he came to hate the reiteration of the word "duty" and to dislike those who prated of it.

Slow he was in performance of a duty, but swift in doing the things he found pleasure in doing. Work was irksome, play was pleasant. At his play he was apt to work harder than at the duties imposed upon him.

Let no one think he was wrong. He was instinctively right as a boy and so long as he remains a boy, and, therefore, a living man, be his years ever so many—he will exert himself more in play than he will performing duties.

Men there are who proclaim their devotion to duty and chide others for failure in doing their duty. Those who see clearly perceive that "duty" is but a name given by the proclaimer to the things he finds pleasure in doing.

In this labor movement the men who do the most effective work are those who find enjoyment in the doing. Who cares for the "duty" of fighting manfully for his rights? What force of duty compels a real man to resent injustice; to succor his friend; to aid the needy and to join with his fellows in a struggle for right?

Many a man has sheered off from active participation in the effort to establish better conditions because insensibly he has sensed that those who urge him "work" too much and play too little at the game.

To a real man the fun to be found in opposing himself to injustice, oppression or abuse is worth more than all the so-called rewards handed out in the shape of taffy, applause and bunk about how he "gave up his life," etc.

The one thing disturbing this old world at present is the monotony and dullness of work. Work that is not play is an abomination and a crime. Work that is play is a help and a pleasure strengthening and building those who perform.

The labor movement calls real men to play—to action that builds up the man who plays and creates in and for him a spirit that sustains and saves. The things to be done are the things men like to do and in the doing thereof they are free—free as the boy of other days as he went whooping from duty to play.

HONOR ROLL

On pages 1402 and 1403 of the December issue there appeared an article concerning the O. R. T. Veterans who had, during the months of November and December, 1921, become entitled to the Veteran's Medal for twenty-five continuous years of membership.

It is our intention to publish in the next issue a complete list of the Veterans who have received medals from the time such presentation was authorized by the Grand Division in May, 1919, to November 1, 1921.

Following is a list of members who were awarded medals during the month of January, 1922. An appropriate personal letter accompanied each medal:

A. T. Perley, Putnam, Ont.	Benj. R. Boyd, Mallow, Va.
A. E. McAmmond, Kenora, Ont.	S. B. Tully, Manchester, Ohio.
Allen B. Dickson, White Sulphur Springs	J. R. Coleman, Greenfield, Va.
W. Va.	

Make Use of Financial Power

B. F. Andrews, General Chairman of Locomotive Firemen and Engineers, Chicago Great Western Railroad, is of the opinion that labor should use its financial power wherever possible by organizing co-operative banks, and has written the following article outlining his ideas on that subject.

In the past few years railroad employes have had many experiences, and I am wondering what the future holds for us. Some time ago, we went into politics with the hope that we would be able to solve our problem in so far as it applied to rates and working conditions. We now find we have failed on account of lack of interest on the part of our membership, and the best evidence of this is the reactionary Congress we have and the attitude of President Harding in the recent issue just closed.

It seems to me and others with whom I have discussed this question, that we must adopt other methods in addition to politics, and that is to go into the financial world and form railroad employes' banks throughout the country. I am especially interested in the Ninth Federal Reserve District, with headquarters located at Minneapolis, which is a rail center for the Northwest as well as the outlet to the great Northwest and the growing country which surrounds it.

I wish to direct attention to the progress made by the B. of L. E. Co-operative National Bank, which was capitalized at one million dollars with some six hundred thousand paid-up capital, and in twelve months they received deposits to the extent of ten million dollars; have set aside twenty-five per cent for surplus; paid the stockholders six per cent and a one per cent bonus, in addition to the four per cent, which will make their interest on deposits five per cent, and, at this time, are buying in other banks.

I quite agree with the remark made by Brother Stone, Grand Chief B. of L. E., "Banking is simple, and all that is necessary for success is to employ competent help in the different departments, to make safe investments, and to watch the loose ends." If we continue to deposit our savings at four per cent, and banks can earn from fifteen to twenty-five per cent net on our savings, why do we not wake up to the fact that we can do likewise, and do something for ourselves?

To my way of thinking, the sooner we enter this field just that much sooner the different commercial clubs, manufacturers' associations and the financial institutions of our country, will take cognizance of that fact, and our financial power will become a factor and we will have something to say regarding their policies.

With this thought in mind, the writer is desirous of an expression from lodges and members in Minnesota, South Dakota, North Dakota, Montana, Upper Peninsula Michigan, and the north one-half of Wisconsin, which comprises the Ninth Federal Reserve District, and if the expression indicates that the time is opportune, steps will be taken to organize a bank conducted on the lines adopted by the B. of L. E. bank.

Address communications to me, at 3314 Niccollet avenue. Apartment 102, Minneapolis, Minn.

Years ago we used to be told to look at China with its low wages and beware of coming to that level. Now we are told we cannot hope for prosperity unless we meet the wage scale of the country paying the lowest wages. This "Hundred per cent Americanism" must be another name for a crab.

United States Railroad Labor Board

CHICAGO, ILLINOIS.

DECEMBER 8, 1921.

Decision No. 553 (Docket 898).

O. R. T. File 46-61.

ORDER OF RAILROAD TELEGRAPHERS VS.

ERIE RAILROAD COMPANY;
NEW YORK, SUSQUEHANNA & WESTERN RAILROAD COMPANY;
WILKES-BARRE & EASTERN RAILROAD.

Question—Shall the Erie Railroad System be permitted to pay the employees in the station, tower and telegraph service at pro rata rates for overtime work instead of time and one-half time as provided for in Rule 3 of the Telegraphers' agreement, effective October 15, 1919?

Statement—Rule 3 of the latest Telegraphers' agreement, effective October 15, 1919, reads as follows:

"Overtime shall be computed on the minute basis and will be paid for at the rate of time and one-half time. Employees who are late or fail to report for duty without giving advance notice, except for reasons beyond their control, shall have deducted from their wages the amount of overtime paid to employees on the previous trick where two or more shifts are employed."

The Telegraphers' agreement contained the usual provision of thirty days' notice when change was desired by either party thereto.

On July 13, 1921, the carrier notified the representative of the organization that effective July 1, 1921, the employees in question would be paid at pro rata rates for overtime in connection with the provisions of Addendum No. 2 to Decision No. 119 issued by the Labor Board.

Decision—Under the circumstances cited and in view of Interpretation No. 4 to Decision No. 119, the Labor Board decides that the carrier shall not be permitted, effective as of July 1, 1921, to change the payment for overtime from a punitive to a pro rata basis.

By order of

UNITED STATES RAILROAD LABOR BOARD,

R. M. BARTON, Chairman.

Attest: C. P. CARRITHERS, Secretary.



It's hard to sing in A flat and E natural.

Uneasy lies the head that wants to wear a crown.

When a Judge makes a mistake it becomes the law of the land.

Why is it a fad to criticize women? Half our parents are women.

There was once a man who never lied to his wife. He died a bachelor.

It is men that are led that accomplish the impossible, not men that are driven.

It is easy to be virtuous on ten thousand a year.—*Becky Sharp in Thackeray's "Vanity Fair."*

A trade union is like a bank. If you expect to get anything out of it you must put something into it.

The things most worthwhile for you are within your reach—if you reach hard enough and long enough.

Prosperity built upon the misery of workers is about all the "best brains" can think of at the moment.

"The figures of private wealth show a more unequal distribution as a result of the war."—*Pethick-Lawrence.*

Hotel bills in Italy are increased by 20 per cent by luxury taxes and funds for war widows, etc.

God grants liberty only to those who love it, and are always ready to guard and defend it.—*Daniel Webster.*

Promoters of the great "American (?) Plan" are beginning to fear they will be compelled to ride their own goat.

The success of any civilization is to be measured by the comfort of its workers, not by the affluence of its drones.

The Brick and Clay Workers' Union has secured a new agreement which retains present working conditions.

An aeroplane journeyed from England to Holland carrying as freight an engine nearly a quarter of a ton in weight.

Unless backed by organization, Labor's demands for justice are about as effective as a poultice on a wooden leg.

If a man offers you something for nothing don't accept it unless you can afford to pay at least double its value.

Co-operation is the method of all human progress. When spending money look for the union label, card and button.

One hundred and ninety-eight new members were enrolled in the order during the month of December.

The cost of one United States battleship would endow four universities like Princeton or build 8,600 homes at a cost of \$5,000 each.

Sixty Norwegian reindeer have been purchased by the Conservation Commission of Michigan and will graze in the northern part of the state.

The number of employees of the railways of the United States was reduced 605,000, almost 30 per cent, between August, 1920, and March, 1921.

The form of the labor movement or organized discontent in any country is determined by the political and industrial conditions existing in that country.

The Housing and Estates Committee of the City Council of Birmingham, Eng., has accepted bids in the amount of \$500,000 for erection of housing projects.

A laundry company recently had the following announcement upon the screen at a moving picture theater: "Why kill your wife? Let us do your dirty work."

No man can ever gain an understanding of the labor movement as long as he harbors the fallacy that the strike or boycott is a creation of the "labor leader."

The section of the bill to revise the Dutch Constitution, which provides for the extension of the parliamentary franchise to women, was passed by a vote of 68 to 16.

Living was plain in earlier years, and so was the language in daily use. Whoever thought of referring to undergarments made of flour sacks as "lingerie" or anything else so hard to pronounce?

There are 2,000,000 industrial accidents in the United States annually. Each of more than 700,000 industrial workers loses more than four weeks each year as a result of industrial accidents.

Those employers who have welcomed a period of unemployment as an opportunity to break the ranks of organized labor should remember they cannot break the unions, but they can develop a bitterness that will be felt for a long time to come.

A blizzard swept over the Orange River colony, Natal, Cape Colony, and the Transvaal of South Africa last September, terrifying the natives of that region so that explanations by the whites could scarcely reconcile them to the seeming miracle of snow.

Where wealth and slavery reign contentment fails,
And honor sinks where commerce long prevails.

—*Oliver Goldsmith.*

"When a free people turn over the question of life and death, even of national life and death, to a small group of men," said Senator Borah in his New York speech, "they are no longer a free people."

When in doubt as to what political candidate to vote for, read the newspapers and vote for those that the papers are against, and against those that they are for. Then you have used your best judgment.

Many railways have a road sign—

"Stop. Look. Listen."

The cynic looked at one and sniffed. "The scheme of life," he remarked. "You see a pretty girl. You stop, you look. After you are married, you listen."

The tollers everywhere bear the burden of great armament; they suffer the wounds of war above all others, and they above all others will experience the relief that must come with a casting aside of the great machinery of force and destruction.

London, Canada, has been less affected by the depression than any large city in Canada. Of a total population of 60,685 only 350 are unemployed which is about 150 more than in normal times. There are numerous trade unions but strikes are infrequent.

The lime, which is a small kind of lemon, is medicinally one of the most valuable fruits in existence. It not only prevents scurvy, but, if taken in time, cures it, and it will also cure many forms of blood poisoning, if taken in sufficient quantities.

Antwerp, Belgium, has inaugurated the eight-hour day among dockmen, in conformance with a law passed by the Bel-

gian Parliament. Disapproval of this law is manifest among shipowners as they fear they will not be able to meet the competition of Hamburg and Rotterdam.

In the French colony of Algeria there were 65 strikes in the first ten months of 1921, as against 121 during the same period in 1920. Most of these difficulties were among Mohammedans, either French or Moroccan subjects, and involved increases of wages and reduction of time.

The survey for a railway through the Hukong Valley to Burma is, states Reuter, now nearing completion; the early maturing of the railway project is far more likely if it can be shown that a source of cheap power is available for working the line. The line is to be electrified throughout.

For the relief of 1,500,000 wage earners estimated to be unemployed during the winter, the Government of England has introduced a measure calling for \$26,165,750 to be loaned by the direction of governmental department for the employment of labor on land improvement, drainage and forestry.

After furnishing a storm center between employers and employees, the "Redondilla" system of choosing stevedores and other dock workers by turn of registration has been abolished by the Government of Chile. A tense situation has developed among the harbor laborers by discontinuing the system.

One of nature's curiosities of South Africa is the Sneezewood tree, which is so called because one cannot cut it with a saw without sneezing, as the fine dust has exactly the effect of snuff. No insect or worm will touch it; it is very bitter to the taste, and when placed in water it sinks.

Within forty miles of Portland, Ore., there is a beautiful waterfall of considerable dimensions and it is said that no white man ever gazed on it until very

recently. It is located in the heart of the Bull Run forest reservation, but quite inaccessible to travelers or tourists. The water drops over a series of three shelves.

Depression in the French shipping trade has resulted in laying off many seamen and increasing general unemployment. A tense situation has developed between ship owners and the seamen's unions in the south of France for this reason, and in several cases sailings of vessels have been delayed by striking crews.

The use of electricity in locations where explosives, inflammable gas, or flying bits of inflammable material are found is decidedly dangerous, for a spark or the arcing of a switch or motor may ignite the explosive or inflammable material. All live parts should be enclosed or placed in a separate room, free from hazardous materials.

Anatole France, one of the greatest of living writers, who has just been awarded the Nobel prize for his literary work, has donated the prize money to the Russian Famine Relief Fund, according to a special cable received by *Tyomies*, the Finnish daily, from its Stockholm correspondent. The Nobel prize is ordinarily about \$40,000.

Gold assaying \$160 a ton is now accessible in Turnagain Arm, Alaska, a branch of the sea reaching into the highlands. Until the railroad penetrated this section, the six-foot tides rushing up the arm, swamped the small boats of the prospectors. Now they go in over the railroad and work the rich gravel lying offshore. The workings are covered by high tide.

Finish every day and be done with it. You have done what you could. Some blunders and absurdities no doubt creep in; forget them as soon as you can. Tomorrow is a new day; begin it well and serenely, and with too high a spirit to be cumbered with your old nonsense. This day is all that is good and fair. It is

too dear, with its hopes and invitations, to waste a moment on the yesterdays.—
Emerson.

Of no use are the men who study to do exactly as was done before, who can never understand that today is a new day. We want men of original action, who can open their eyes wider than a nationality—namely, to considerations of benefit to the human race—can act in the interest of civilization, men of elastic, men of moral, mind, who can live in the moment and take a step forward.

A worker should put no organization, fraternal or otherwise, ahead of his trade union, for that is what makes it possible to pay dues into other organizations. Remember the peon is unable to belong to anything and the open shop hysteria means nothing in time but a return to peonage for the workers. So, consequently, never allow your trade union to become secondary. It is your guide, your protector and your salvation.

The finest of all autograph collections is in the Library of Congress, Washington, D. C. It embraces millions of signed manuscripts covering the field of military, diplomatic, political and economic history and art, literature, science, religions, music and poetry. It embraces the papers of virtually every person who attained a degree of prominence in his particular line of endeavor since the founding of the United States.

A new type of airplane wing, which the inventor claims will practically revolutionize flying, considerably impressed high officials of the British Air Ministry at a recent trial in London. The new wing is shaped and pointed at the tips like those of a hawk, giving a minimum of resistance. It attained the remarkable speed of 220 miles an hour when fitted to an ordinary airplane fuselage and engine of no special horse power.

Mr. George Gleghorn, said to be the oldest railway man in the world, completed his 100th year on the 30th of April.

Mr. Gleghorn was born on 30th of April, 1821, and entered the railway service as porter at Gateshead, England, when cars were of the open class, and passengers exposed to all kinds and conditions of weather. After some years he was promoted to guard, a position he held until his appointment as stationmaster at Brancepeth in 1864. He remained at Brancepeth until his retirement in 1899, being then nearly 80 years of age.

Geodetic observations in the Himalayan mountains have led to a belief that these great mountains, the mightiest on the globe, are constantly moving side-wise toward the south, with a consequent crumbling of the Siwalik hills.

It has been long known that there exists curious anomalies in the density of the earth under these mountains and in the vicinity, which would seem to verify the creeping theory, but it is difficult if not impossible to make accurate observations as access to the Thibetan country is forbidden to foreigners, even those who would like to visit the country purely in the interest of science.

Responding to a demand of the labor organizations the Government of Italy has inaugurated an investigation to ascertain whether or not the reductions of wages in all industries are justified. In the meanwhile wages are to remain unchanged. This determination has elicited a bitter protest from the Employers' Association, who claim they cannot make profits under the present wage scale. Competition between the commercial bakers and the Workmen's Co-operative Societies in the production of bread continues keen. The workmen's organization is selling bread much lower than the bakers in an effort to bring the latter to terms.

The U. S. Department of Labor, through the Bureau of Labor Statistics, has completed the compilations showing changes in the retail cost of food in 9 principal cities in the United States.

During the month from October 15 to November 15, 1921, there was a decrease

in 6 of these cities, and an increase in 2. In Cincinnati there was a decrease of 3 per cent; in Indianapolis, Milwaukee and Portland, Me., a decrease of 2 per cent; and in Chicago and Omaha a decrease of 1 per cent. In Houston there was an increase of 1 per cent; and in Newark, an increase of four-tenths of 1 per cent. In Buffalo there was no change during the month.

For the year period, November 15, 1920, to November 15, 1921, there was a decrease of 23 per cent in Cincinnati and Omaha; 22 per cent in Buffalo, Chicago, Indianapolis and Milwaukee; 21 per cent in Houston and Newark, and 20 per cent in Portland, Me.

As compared with the average cost in the year 1913, the retail cost of food on November 15, 1921, showed an increase of 58 per cent in Buffalo; 52 per cent in Chicago; 50 per cent in Newark; 49 per cent in Cincinnati, Milwaukee and Omaha, and 44 per cent in Indianapolis. Prices were not obtained from Houston and Portland, Me., in 1913, hence no comparison for the 8-year period can be given for these cities.

The government has filed suits against former directors of seven mining companies that have been absorbed by the Anaconda Mining Company. It is charged that the directors failed to report profits aggregating \$9,509,063.

Other suits filed by the government for claims aggregate \$600,000 against holders of common stocks representing surplus issued as dividends in exchange for other shares of stock in corporate reorganizations. The United States Supreme Court has ruled that these stock dividends are taxable and do not come under their former decision that tax dividends that stay in the company are exempt from taxation.

Work has been commenced upon an "aeroplane railway," which is to connect Peira Cava, 4,500 feet above sea level, with Nice and Monaco. As is the case with an aerial ropeway, the aeroplane will be attached to a fixed line, and will

be unable to deviate from it. The lines will consist of four cables attached to supports, the height of which will vary from 15 to 100 feet. Current will be supplied to the aeroplane engine by three of the cables, the fourth being reserved for telephonic purposes. Trials will be made over a distance of six kilometers where the gradient is steepest. The completed line between Nice and Peira Cava will be 40 kilometers long.

Greenland is the only country in the world that has not a policeman. Its population of 22,000 Eskimos and about 250 Danes. The Eskimos manage their own affairs and settle their difficulties before the chief of the tribe. During the past hundred years there is no record of a serious crime.

The Greenland Eskimo is a Christian and has churches with steeples, organs and oil paintings. There are native newspapers and an illustrated journal produced entirely by Eskimo labor. During the summer vegetables and various kinds of fruit are grown and the coast is a blaze of color from the wild flowers that abound. In winter the whole of Greenland is cut off from the rest of the world and is buried in snow and ice.

The convention of the California State Federation of Labor has called upon District Attorney Brady of San Francisco to immediately carry out his publicly made promise to assemble all of the new facts revealed in the Mooney and Billings cases and submit same to the Governor.

The convention declared: "The position taken by the federation has been more than confirmed by events of the past year; namely, the confession of perjury by John McDonald, the confessions of Draper Hand, detective, of the notorious 'bomb bureau'; the testimony of Hatcher of Woodland as to the perjuries of F. C. Oxman, and the admission of James Brennan, former assistant district attorney, as to the insufficiency of evidence.

"These men have now been imprisoned for five years for a crime of which they

are palpably guiltless, and upon evidence which is now demonstrated to have constituted a deliberate 'frame up.'"

"Oh, you in your thousands who ride in trains day and night, do you ever give a thought to the men into whose keeping you hand your lives? Does it ever occur to you that they are not just part of the equipment of iron and wood and steel and rolling things to be accepted callously as bought and paid for with the strip of ticket that you hold animate only, that you may voice your grumblings and your discontent at some delay that saves you probably from being hurled into eternity, while you chafe impatiently and childishly at something you know nothing about—that they, like you, are human, too, with hopes achieved and aspirations shattered and plans and interest in life. Have you ever thought that there was a human side in railroad-ing?"—*Packard.*

In the interior of French Indo-China there is a village whose location is a source of worry to captains of passing steamers. They are never certain where they will find it.

Its name is Snok-Trou, and its location is somewhere on the Mekong River. The village consists of forty or fifty little huts built on rafts and lashed together with rattan ropes. Here dwell about two hundred people, whose chief occupation is fishing.

The rear of the village is lashed to half-submerged trees, but the whole town changes its position from time to time, according to the vagaries of the river or the whims of its inhabitants. Steamboats passing up the river will find it at one spot, and on the return journey discover that it has moved elsewhere.

Representative Frank Green, from up Vermont way, says he knew a man in Northfield who cursed himself to death with signs.

It seems that the old fellow was absent minded, hence he conceived the notion of placing signs around his house which instructed him what to do. In

order to make the signs effective he filled them full of cuss words.

For instance, over his woodshed he had a sign that said: "You blankety-blank old fool, cut some stove wood." Over his churn he had a sign that ordered him to churn the cream and make some butter. And so on all over the farm.

It was a sign over the clock, however, that finally resulted in his death. That sign, which was a gem for cussing, warned the old man to wind the clock. He did, religiously, for a period of 30 years, every night, and then he learned that the clock was an eight-day affair. So angry did he become when he thought of all the energy he had wasted winding an eight-day clock every day for 30 years that he went into a tantrum and burst a blood vessel.

Sir William A. Goode, of the Austrian section of the Reparation Commission, who was a guest at the Hotel Bristol when it was attacked during Vienna food riots, states that when the crowd got near to the hotel doors several English ladies, who were in the dining hall, became hysterical, and some in tears asked his protection, which he accorded them, giving them refuge in his drawing room.

"Shortly after this," he said, "the rioters stormed the apartment, breaking the door panels. The intruders, about seventy in number, including a few women, forced their way into the drawing room, shouting wildly. My colleague, Mr. Butler, speaking in German, explained that all the persons present were British. On this the more reasonable leaders tried to pacify the crowd, but one desperate individual hurled a heavy telephone receiver at me, nearly hitting me. A pair of boots were also thrown. Following on this the intruders opened the wardrobes, taking all my clothing and underwear and leaving me with only one white linen suit. One man was in such a hurry that he undressed instantly among the crowd and put on my best morning suit, leaving his clothes instead.

"All the intruders were working-class people, probably in a state of despair."

Although the war ended nearly three years ago, armies of soldiers are still scattered over Europe and Western Asia. Armies are in Silesia, in the Ruhr Valley, in Mesopotamia, Egypt, and most of the places around Soviet Russia.

To some of the conscript troops it must look as if they would have to spend most of their lives in after-the-war fighting.

The following verses are reported to be popular among the troops:

Darling, I am coming back,
Silver threads among the black;
Now that peace in Europe nears,
I'll be home in seven years.

I'll drop in on you some night,
With my whiskers, long and white,
Yes, the war is over, dear,
And we're going home, I hear.

Home again with you once more—
Say, by nineteen thirty-four
Once I thought by now I'd be
Sailing back across the sea.

Back to where you sit and pine—
But I'm stuck here on the Rhine.
You can hear the gang all curse!
"War is hell, but peace is worse."

When the next war comes around
In the front line I'll be found
I'll rush in again pell-mell;
Yes, I will—like well—like h—l.

Judging from the many reports of railroad wrecks reaching the Grand Office from the Interstate Commerce Commission of late, there seems to be an epidemic of derailments of passenger trains. It is generally known that railroad properties have been permitted to run down considerably during the past four years. This may account for the greater number of derailments reported than formerly, a fact which should be forcibly brought to the minds of the commission, with a suggestion that train speeds be reduced to correspond with the condition of the track on some roads. During the present contention between the railroads and their employees there is not

likely to be any improvement in track conditions, while train schedules are likely to remain unchanged. It is much easier to issue fast train schedules than to keep up the roadway to make it safe to operate trains at the required speed to make the time, which fact is illustrated and emphasized in a most discreditable way through the many recent derailments, a number of which are attended with loss of life to passengers and employees.—*Locomotive Engineers' Journal*.

Railwaymen will be interested in Sir J. Henry Yoxall's account (in his "The Wander Years") of the beginnings of railroad building in Belgium (then Flanders). "In 1837," he writes, "when Dickens first went gallivanting off on his wander-years, there was not an inch of railroad in all Flanders to be seen. Not till the days when he went to Italy through France—and then he traveled 'post,' as he made the Dorrits do, you remember—did the iron road begin to run anywhere in Belgium. The diligences still held the highway, 'Fugio ut Fulgor,' proudly bragged in large gilt letters on their dashboards. There is a yarn of what certain Belgian engineers did when they came back from England with whole sheaves of sketches, plans, specifications, and particulars about 'the new English traveling road,' and were set to build one like it in the low country. They made their first railway across the flats, and when it was finished, on almost the very day before it was to be opened with royal pomp and circumstance, the chief engineer, looking at the English plans and comparing them with his own achievement, struck his forehead with sudden and tragical gesture and cried, 'Mon Dieu, we've forgotten the tunnel!' A railway without a tunnel could not be a railway at all, they thought, so they covered in the deepest cutting they could find."—*Western Aus-*

tralian Railway Review.

In view of the difficulty now confronting the Australian railways in connection with the diversity of gauge, it is

to be hoped that steps may be taken to avoid the establishment and extension of similar conditions in East Africa. The question arose in connection with the construction about to be undertaken of the Uasin Gishu Railway in the Kenya Colony. This line will eventually form part of a through route connecting Mombasa and Nairobi with Uganda, the Sudan and the Congo, and is a main line extension of the Uganda Railway, of which the present section from Nakuru to Kisumu on the Victoria Nyanza will become a branch. It is thus contended that it should be built on the metre gauge of the Uganda Railway, though efforts have been made on the ground of economy of construction, to adopt the narrow two-foot gauge. The former width, it is understood, has been definitely adopted, and it is to be regretted that the Uganda Railway itself differs from the three foot six inch gauge which prevails on the main lines of the South African Union. The initial saving on the smaller gauge is soon offset by the increased cost of transfer to connecting lines. A definite policy in regard to pending and future construction should certainly be established, not only as regards the British possessions, but with the neighboring French, Belgian, Italian and Portuguese systems which are concerned in the working of through railways.—*Railway Gazette*.

Gold does not readily unite with other substances and therefore does not readily form ores. It usually occurs "native," that is to say as pure gold, in the form of "dust" or nuggets. Gold may, therefore, have been known before copper, but copper was the first metal to be turned to practical use. The reason for this is that it is easily reduced from its ore and that it melts at a moderate temperature. Tin and lead melt at still lower temperatures, but are unsuitable for the making of tools and weapons. It was found, however, at an early stage that copper would alloy or mix readily with tin. The mixture is known as bronze and its properties vary almost directly with the proportions of the constituents—the more tin, the harder.

whiter and the more brittle does the bronze become. It is just possible that the ancients discovered this fact accidentally by reducing in the same furnace mixtures of tin and copper ores, but there is no doubt that later they knew the difference between copper and bronze and varied the composition to meet their requirements. To what perfection they brought bronze is shown by the fact that they made razors of it, and as judging from their statues (*e. g.*, Julius Caesar), they shaved closely, these bronze razors must have been fairly effective. When we consider how difficult it is to get a perfect razor in the best modern steel, we can have nothing but admiration for the men who knew how to give such a keen edge to a comparatively soft metal like bronze. And not only razors, but we know that they made surgical instruments, such as saws, scalpels and forceps, of the same useful metal.

Mail for the far Arctic posts left Edmonton, Can., Nov. 30. Picturesque mail conveyances of the north country, comprising two dog sleighs, each drawn by four dogs, left the gateway town, one for the long trail of over 2,000 miles to Fort McPherson, which will be reached near the latter part of January.

The dog sleds will journey through together to Fort Smith, where one will be left, the other proceeding on to far-off McPherson. The return trip to McMurray is expected to be accomplished by March 11.

Jim Matthews starts from McMurray in charge of the mail as far as Fort Smith. At this point another northern mail carrier of long experience in traversing the Hinterland will carry on the trip with one dogsled to McPherson.

Two hundred and fifty pounds of mail is the limit which one such sled is allowed to carry. Newspapers and periodicals are banned, the whole consisting only of letters and registered mail.

The mail-carrying feat to the Arctic is one that requires of the carrier an iron constitution, capacity to endure great cold, thorough knowledge of the many

trails and waterways of the North, and a resourcefulness to cope with any emergency. Once McMurgay is left behind the mail carrier loses sight of civilization to a large extent and must be prepared to battle with nature for the next four months. Sometimes nature's toll is heavy. Mail carriers in the past have occasionally paid the supreme sacrifice in performance of their duties. Blizzards on Great Slave Lake or other parts of the untravelled route sometimes defy the best, that the mail carrier can do to carry on.

The labor unions of this city accepted a cut in wages with the expectation that a general decrease in living costs, including rents, would follow their action, but instead of a decrease we find everything going toward the sky, the only limit known to the profiteer.

Had the labor unions stood pat and refused a cut in wages there is no question that a fight would have been staged, the dear public taking sides with the employers and damning the labor unions from Dan to Bersheeba, lending every assistance to break up an organization taking an arbitrary stand against public welfare.

Yet the dear public has taken no hand in the matter of living costs, the manufacturers, wholesalers, jobbers, retailers, landlords, builders, real estate dealers, all setting their prices forward and telling you to take it or leave it, knowing that if you leave it someone else will take it.

Where, oh, where is this "dear public" we hear so much about when labor troubles are on hand? Why are they not crying out from the house tops against the ungodly profiteers in the same resonant voice they tune up for the labor unions?

The dear public will shuck its coat and do battle with a labor union at any time the membership demands an increased wage or refuses to cut the wage scale at the demand of employers.

This same dear old public will pauperize itself paying a doctor, lawyer or undertaker, the dear public will pay enormous prices for real estate, for building

materials, for rents, for transportation, for freights, for anything on God's footstool except wages, without squawking, but if the dear public once gets the idea percolating through their cranium that a workingman is getting more than a mere existence for his labors an awful squawk arises.—*Sacramento, Cal., Tribune.*

The following story from Australia is proof that there are just as foolish things done by railroad officials there as here:

"Murphy's Creek, that scene of a costly and unfortunate railway disaster some years ago, and which will ever remain in the minds of railwaymen as a deplorable example of mismanagement and stupidity in highly paid circles, has again come to the fore.

"This time the standard of intelligence possessed by the recipients of huge increases at present mismanaging our railways, is reflected in their actions regarding the removal of a large watering tank.

"Railroaders well knew that until a few weeks ago, Murphy's Creek was an important watering station, furnishing a plentiful supply of the best water between Toowoomba and Brisbane.

"Suddenly a 'brain wave' of enormous magnitude seized a responsible officer, and he decided that the water tank and all its paraphernalia should be dismantled and transferred.

"Notwithstanding the protests raised by the men who know where water is required most, together with the fact that the section of line between Helidon and Spring Bluff was too long for many goods-trains—the 'boneheads' insisted in ignoring the representations of the engine drivers and firemen, who, of course, in the minds of highly paid officials, are always grumbling and causing trouble. Eventually, the tank found its way to Palmwoods at considerable cost. Latest advice to hand is to the effect that another tank is now being erected at Murphy's Creek as a further standing monument to the incompetency of railway department officials in the 'bosses' branch of the service.

"Perhaps Minister Larcombe will get a move on in search of the culprits, and when he finds them we hope he won't reward them with the same generosity as befell the culprits of the Murphy's Creek disaster—by a reduction in salary of £50, and, after a few months elapse, promote them to a still higher and more responsible position with a substantial increase in salary thrown in by way of reward.

"'Militant' suggests that genius of that kind should carry its own reward."
—*Queensland, Australia, Advocate.*

In their plans for the enlargement of Franklin Field, University of Pennsylvania authorities said today they were preparing for a seating capacity, eventually, of more than 80,000 persons should the necessity arise. For the present, it is believed that 50,000 seats will be sufficient, and it is the intention immediately to erect only this number. The actual form of the structure has not been determined, but it was stated that the stands would be completely rebuilt, even to the extent of putting in new foundations. It is planned to make these foundations firm enough to permit of double-decking, in case it is decided to further increase the capacity of the grounds.

Roumania is undergoing an exceptionally severe crisis through the collapse of her economic and financial system. The failure of the leu (money unit normally worth 19.3 cents) to increase in value, led to the failure of the Banca Natueni, whereupon its president, Chica Comanesti and its principal director, were arrested. The bank failed because obligations assumed in France could not be met. Roumania's economic decline can be traced, first to the great expansion of her frontiers without sufficient trained employes to administer the government; second, to a series of crop failures or partial failures; third, to the restrictive oil policy; fourth, to the collapse of the rail transport system, and fifth, to social unrest.

Territory gained by the war inflated Roumania to more than four times her previous size, taking in the foreign populations in Transylvania, Bukovino, Bessarabia, and the Dobrogea. Not only had the natural communications been developed for other political combinations, but the populations were hostile. There were frequent clashes in Bessarabia with the Russians, together with a continuous state of sabotage. Even today there are skirmishes between the Russians and Roumanians with casualties.

In the annexed territory, the Roumanians placed a new set of civil employes dominated by military and police control. These untrained men were unable to administer the railroads, the postal system or civil affairs.

Since 1918 Roumania, with her titled land diminished by agrarian reforms, has not had a normal crop. Some years the crops were extremely lean and hence the flour contracts could not be filled. The French money borrowed upon the security of future crops was spent before the means of reimbursement was realized. Roumania thus became a debtor to France.

The policy of squeezing the oil producers further restricted the development of natural wealth, and complete ruin of railroads made it impossible to ship the wood, oil and grain that were produced.

The general collapse in production brought a tendency to corruption, which reached a stage little dreamed of in other countries, and for a time everything in Roumania had a price. The reaction came when General Averescu, the candidate of the popular party, was elected minister-president. He is said to be the only honest government head Roumania has had since the war. But even a general who was poor and has remained poor while in office despite the fact that he signs all permits himself, could not prevent an economic collapse or make the production equal the consumption. The conditions and greed were too strong for him.



PERSONAL MENTION



BIRTHS

The following births have been reported since the last issue of THE RAILROAD TELEGRAPHER:

- ADAMSON, Bro. and Mrs. P. B., of Waldron, Mo., a girl.
- BAUER, Bro. and Mrs. A. W., of Culbertson, Nebraska, a boy.
- BEAY, Bro. and Mrs. C. L., of Marietta, Ga., a girl.
- CADY, Bro. and Mrs. L. E., of Lodi, Calif., a boy.
- DELONG, Bro. and Mrs. R. E., of Homer-ville, Ohio, a girl.
- EHMKE, Bro. and Mrs. M. W., of Los Banos, Calif., a boy.
- FRAME, Bro. and Mrs. Paul, of Clyde, Tex., a girl.
- HARGIS, Bro. and Mrs. J. J., of Endicott, Neb., a boy.
- HOWE, Bro. and Mrs. E. F., of Shenango, Pa., a girl.
- RAGSDALE, Bro. and Mrs. Theron, of Albertville, Ala., a boy.
- ROBERTS, Bro. and Mrs. J. H., of Beaver City, Neb., a girl.
- ROLIG, Bro. and Mrs. H. O., of Center City, Minn., a boy.
- SMYTH, Bro. and Mrs. F. O., of Jonesboro, N. C., a boy.
- STEVENS, Bro. and Mrs. O. D., of Lucas, Iowa, a boy.

MARRIED

The following marriages have been reported since the last issue of THE RAILROAD TELEGRAPHER:

- CARPENTER, Bro. H. E., of Div. 33, and

- Mrs. Alta M. Smith, at Ravenna, Ohio.
- CRANFEL, Sister Eva, of Div. 61, and Mr. Wm. Schockley, at Texico, N. M.
- HANSEN, Sister Freda, of Div. 4, and Mr. Osborn, at Wayne, Neb.
- KOSS, Bro. Henry F., of Div. 119, and Miss Anna Buttkus, at Minneapolis, Minn.
- ODELL, Bro. Geo. V., of Div. 35, and Miss Emma Lorena Barrett, at Earlsboro, Okla.
- THE RAILROAD TELEGRAPHER extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of THE RAILROAD TELEGRAPHER:

- GARLAND, Bro. Winston, of Div. 25.
- STYER, Bro. John Melvin, of Div. 45.
- SUTER, Bro. Mack N., of Div. 17.
- CARPENTER, Sister Louise G., of Div. 32.
- HARPER, mother of Bro. V. E., of Div. 36.
- LILLEY, mother of Bro. E. J., of Div. 10.
- MARSHALL, mother of Bro. F. R., of Div. 116.
- GILBRIDE, father of Bro. F. G., of Div. 76.
- PIERSON, father of Bro. H. J., of Div. 17.
- HOPPE, wife of Bro. C. E., of Div. 37.
- COOLEY, daughter of Bro. E., of Div. 37.
- GRAHAM, son of Bro. H. T., of Div. 141.
- MARR, son of Bro. F. A., of Div. 37.
- WAGNER, son of Bro. Frank, of Div. 45.
- The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Would like to hear from any operator who was in the 38th Division at Camp Dodge, Iowa, 313th Field Signal Battalion. I have lost all the boys' addresses.

CLAY SMITH,

Care Frisco Ticket Office,
Cape Girardeau, Mo.

Present address of Earnest Colbert. Last heard of working as extra dispatcher for the Pennsylvania Railroad at Terre Haute, Indiana. "Earnest, if you see this, please write me, or communicate with Division Operator Mr. C. O. Hasfurther, Terre Haute, Ind."

E. H. HENDERSON,
Seelyville, Ind.

Present location of Operator J. T. Moon. Last heard of working for the Southern at Belleville, Illinois.

H. S. PARKMAN,
Covington, Ind.

Present address of A. Argo. Last heard of working in Canada. News of interest to him.

C. M. STAMPER,
Optima, Okla.

Mr. L. E. Snyder, drop me a line, 1010½ South San Pedro street, Los Angeles.

Spot.

LOST OR STOLEN

Term Ending December 31, 1921.

No.	Cert.	Div.	Name
66645	2361	54	E. A. Spear.
6253	2790	17	R. E. Girkin, Sr.
21277	395	57	R. D. Cox.

Term Ending June 30, 1921.

No.	Cert.	Div.	Name
24111	2361	54	E. A. Spear.
31300	2790	17	R. E. Girkin, Sr.

CARD OF THANKS

The following desire to express their thanks to members of the O. R. T., who have so kindly aided, in various ways, those suffering loss of relatives and friends, or for kindnesses shown and services rendered during illness of those named:

Ms. William A. Whalen and daughters,
Division 4.

J. A. Dols and children, Division 119.
Brothers J. W. Glaze and R. E. Glaze,
Division 26.

A. J. Sheeley and family, Division 59.
Brothers of Wilbur Millam, Division 76.

Expelled from O. R. T.

Since the publication, on page 1415 of the December issue, of the list of members expelled, we have the following expulsions to report under the terms of Section 30, Paragraph 2, of the General Statutes:

Cert.	Div.	Name	Card No.	Date.
2157	Grand	Merritt McGaughey.....	630	6-30-21
3661	61	Oren C. Miller.....	60,366	6-30-21
1284	6	Harry L. Keller.....	10,218	12-31-21

Yours fraternally,



Grand Secretary and Treasurer.



LADIES' AUXILIARY



THE LABOR PROBLEM.

The following editorial, taken from a religious publication of considerable circulation with very conservative views, is reproduced below and merits your attention:

The labor problem in its larger aspect as the problem of poverty is one of the persistent problems of the ages. It originated very early at the dawn of history and has run through the ages like the proverbial red thread. At times, it has assumed an acute character and brought society to the verge of bitter destruction. The worst phase it ever took on was when labor was degraded to the status of slavery. In some form or other, labor has always been an object of exploitation, possibly with the exception of the Christian Middle Ages,* when it was enthroned in its proper place and when it received high honor and ample protection. At present, the old problem has cropped out with renewed virulence. It bristles with difficulties, as perhaps never before, and is fraught with terrible possibilities of evil.

In recent times the treatment of labor has been one that swings from extreme to extreme. We have seen labor petted and humored and in every way deferred to. If after such an experience, it acts as a spoiled child that should not be cause for surprise. But the pendulum already has swung to the other extreme. The blessings so fervently pronounced on labor have changed into equally fervent imprecations; the praises lavishly heaped upon it have turned into severe rebukes and bitter indictments. Just at present, labor is blamed for many things for which,

if it is not entirely innocent of them, it shares the responsibility with others. It is taken to task most severely for its unwillingness to aid in the readjustment of the nation's industry by concurring heartily in the reduction of its wages. It is blamed for what is called ill-timed insistence on the closed shop, the labor union and collective bargaining. The sympathies of large sections of the people are being alienated from the cause of labor, as the result of this agitation. On the strength of this veering of public opinion, capital is beginning a new war on labor and trying to bring it back to a condition of tractableness and submission which in the eyes of many is the only proper place for the workingman.

The worst thing for a child are parents that follow no fixed policy in education, but that allow themselves to be inspired by their methods which change from day to day and even from hour to hour. It is precisely this attitude and policy, full of uncertainty, that generally prevails in the treatment of labor. Such treatment is not wholesome. It creates false expectations and arouses resentment.

Rarely does the public get the truth concerning labor troubles. They are mostly seen as through glasses, out of focus and grotesquely distorted. This for example is eminently true in the Virginia mine difficulties. The public has been treated to one side of the question, which of course is unfavorable to labor. The violence of labor has come in for round condemnation. But of the underhanded methods said to have been employed by the operators to break the morale of the strikers and to goad them

to unlawful deeds, little has leaked out. We remember how ill the Interchurch World Commission Steel Strike report fared. Everything was done to discredit its findings. These are instances that give an idea of how things are manipulated and juggled in order to create impressions unfavorable to the cause of labor. These instances, however, are typical. Labor always has had a hard time getting its side of the question before the public.

There is a specious argument often used to turn the anger of the consumer against labor. It is charged that the greatest item in the costs of production of any article is the wage paid to the laborer, and that consequently the high prices prevailing at the present time are due to the refusal of labor to agree to a reduction of wages. That seems to clinch the argument and put labor in the wrong. Still in spite of this fact, labor is not absorbing the national wealth; it is not even becoming appreciably richer. But that ought to be the case if the largest share of the price of the producer went actually to labor. It must not be forgotten that the resources of nature are given gratis and that the only thing that costs is labor. A small percentage of profit taken from an extensive surface will amount to very much, especially if levied on a commodity which nature offers free of charge. It is not the

purpose of this article to claim that the cause of labor is absolutely just and that labor is responsible for none of the evils of the hour that so sorely vex all classes of society. It merely wishes to show that the verdict against labor is based on a one-sided presentation of the case. To judge on the basis of evidence thus sifted, constitutes an essential unfairness. It is under this unfairness that labor chafes and becomes irritated.

*(This was the time of the guild, forerunner of the trade union.)

SAYS BERNARD SHAW.

Democracy cannot rise above the level of the human material of which its voters are made.

No man is a match for a woman, except with a poker and a pair of hobnailed boots; not always even then.

Liberty means responsibility. That is why most men dread it.

Live in contact with dreams and you will get something of their charm; live in contact with facts and you will get something of their brutality. I wish I could find a country where the facts were not brutal, and the dreams not unreal.

IN THE SWEET HERE AND NOW

Come on and be saved!
The evangelists cry;
Let all sinners prepare
For the sweet bye and bye!
But the workers are also
Concerned as to how
They can decently live—
In the sweet here and now.

If all were receiving
Just treatment today,
They would feel more contented—
More willing to pray.
Those who handle the hammer,
The spade and the plow,
Desire a square deal—
In the sweet here and now.

While a sweat shop remains
In this fair land of ours,
Where child labor's exploited
Each day too long hours,
There's much work to be done,
That's a fact, you'll allow,
To make happy their lives—
In the sweet here and now.

There's no taxes to pay
In the realm up above.
The evangelists say
It's all glory and love.
That may be very true,
But there's many who vow
They would like to "get theirs"
In the sweet here and now.

THOMAS H. WEST.



Friends.

If you had all the lands and gold
It's possible for man to hold,
And if on top of that could claim
The greatest sum of earthly fame
Yet had to live from day to day
Where never human came your way,
You'd trade the gold you had to spend
To hear the greeting of a friend.

'Tis friends alone that make us rich.
Not marble busts in glory's niche,
Not money, wisdom, strength or skill
With happiness our lives can fill.
With all of these we still should sigh
If never neighbor happened by,
And no one shared from sun to sun
The honors that our work has won.

What joy could come from splendid deeds,
That no one ever cheers or heeds?
Fame would be empty and absurd,
If of it no one ever heard.
The richest man, without a friend,
Is poor with all he has to spend;
Alone, with all that could be had,
A human being would be sad.

Not in ourselves does fortune lie,
Nor in the things that gold can buy;
The words of praise that please us well
The lips of other men must tell;
And honor, on which joy depends,
Is but the verdict of our friends,
All happiness that man can know
The friends about him must bestow.

—*Detroit Free Press.*

Worthy of Heaven.

The boomer "op" lay in the street,
His tongue was out a yard.

It had been a week since he had "eat,"
His breath was coming hard.

And half the town was there to see,

Him suffering his last,
They called him such a "wretched thing,"
And asked about his past.

And one old dame spoke up, said she.

"Good man, what will you say,
When Peter puts you on the carpet.
On this, your Judgement Day.

You've violated all the rules,
Of road and rail and sea,
And drunk as much as six men should,
Of that wicked old rule 'G.'

We know you've sinned a million ways.
Now what have you done well,
To send you to the Pearly Gates,
And save your soul from Hell?"

The good old "op" looked up and smiled.
And showed his clearance card,
"I've done a plenty," then he read,
"Three weeks at Laurel Yard."

CERT. 2339.

THE STORM.

On Christmas Eve night,
The heavens were bright,
A good night for Santy to travel.
Instead of Santy's bell,
We heard a devil from hell.
Tearing up stone and gravel.
One Man he did kill,
As he came over the hill,
Leaving his widow and child in need,
He tore up everything in his path as he
went to show his hellish greed.

He struck Spencer town like a merry-go-round,
The depot he hit with a terrific roar,
Tore up every box car in his path and hit
Spencer store.

Then to the Section House he went,
His force not yet spent,
With his usual smashing and crashing,
He took the two occupants from their bed
and gave them a desperate thrashing.

He went to the woods beating down grave
stones like a ram,
A Grecian in his grave turned over and
moaned "Where is Pan?"
On he went dealing destruction in his wrath.
God only knows the other mean things he
did, or where is the end of his path.

J. A. WALL.

NEW YEAR'S.

Ring out the old, ring in the new.
Ring out the false, ring in the true.
Bring in the time to be,
When all men shall be truly free.

Our Line-Up.

We will begin at McGehees, the first station out,

Three very good jobs without any doubt;
The Chestnut Brothers work first and third,
One is a non I have often heard.

Mrs. Lillus on second, she's been there for years,
If she should leave, the U. S. may shed tears;
Letohatchie comes next. Davis, our local chairman great,
Works first trick and keeps his local work up-to-date.

Reece, and Sanderson hold the other two places,
And do their work with smiles on their faces;
Calhoun works but one man in the day,
Mr. Sellars holds this and draws agent's pay.

Fort Deposit is a three tricker and like some of the rest,
These three good brothers are doing their best;
Glass, Bishop and Golson, work day or night,
Trying hard to win the fight.

Greenville is a water station and a very busy place,
To take all those train orders an "op" must have grace;
Mrs. Tillery holds second day by day,
While Reid works third for the same meager pay.

First trick at Greenville is something fierce,
This job is held down by cousin Henry Pierce;
Bratcher at Bolling works his eight hours alone,
Etheridge closes Chapman before he goes home.

There's three busy men at Georgiana they say,
Holly and Darby by night and Curry by day;
Glass works Garland all alone,
Tillery and Digman make Wilcox their home.

Brooks at Owassa, one might as well be in jail,
But it just suits old D. because from here he did hail;
Second at Evergreen is open for your bid,
Greene on third there, is a prominent kid.

First trick there, now listen to me,
Is held by a man named C. Rubach, M. D.;
Greene, James and Presley, hold Castle-
berry down,
A train order job, a water tank town.

There's a guy second Brewton known as old Pres.,
He pays his dues twice a year like most all the rest;
Snow on first, while Rogers works third,
Rogers classes himself as a high-flying bird.

To be an operator is not in his class,
He would rather be an oil king and get rich fast;
Pollard is the next lonesome burg down the line,
Mrs. Daily on second there, and will be a long time.

Price works first trick and is Mr. Agent, too,
Pierce on third there, that's how they get 'em through;
Flomaton comes next and is a busy old burg,
Farris first, Hathaway second, and Etheridge on third.


McGill works Canoe all by himself,
At five p. m. takes his hat off the shelf,
He is thinking of home 'ere he cranks up his boat,
And with a quick bound over the country he will float.

McGill first at Atmore day by day,
While Bowman and Weekley draw the night men's pay;
Agent. Pruitt, Perdido, don't have time to play with toys,
Dyas is held down by the three Weekley boys.


Bay Minette comes next here, works three good brothers,
Mr. Irwin, Huggins and Radcliff, and no others;
Hurricane is next way down in the swamp,
To stay there one must be almost up the stump.

Presley, first at Magazine, better known as old Crip,
Mrs. Bryars on third, off the old block she's a chip;
Mr. Kirvin on second, the oldest man on our list,
When the dispatcher says copy he will give his whiskers a twist.

CERT. 2234.



SMILEPOSTS



Californians, Attention!

Lady going to Chicago soon wishes to reduce expenses. What have you?—Want ad in *Los Angeles Times*.

He Found Out.

"Was that a new girl I saw you with last night?"

"Nope, just the old one painted over."

I used to think I knew,

But now, I must confess,

The more I know I know I know

I know I know the less.

Relapse Ahead.

A physician claims to have restored two patients to sanity by pulling their teeth. When they see the bill they will go crazy again.

Ask the Editor.

A Rochester, N. Y., firm is "going to try and get along without money," according to the news dispatches. Any country newspaper man can give them pointers.

How They Get That Way.

Some men use all the material they have on hand in making fools of themselves.—*Kansas Pythian*.

And it's marvelous the supply some of us have.

How Old Is This Ruth?

"I see you are not dating with Ruth any more. What's the matter?"

"My tailor bill got too high. Every time I left her, I had to have my clothes pressed!"

A Sample of the Work We Missed.

"What became of Mac, the fellow who knew so much about running our Brotherhood and wanted to be president?"

"He's shut up since he was discharged by his employer for grafting."

You Can Swear Now, Fellows.

A Chicago minister says that "hell" and "damn" are permissible words when properly used. And there is more proper use for them in Chicago than elsewhere, one imagines.—*Cleveland Plain Dealer*.

Watchful Waiting.

"Girls don't wear petticoats any more."

"They must wear something under those short skirts."

"Well, if skirts keep getting shorter, we'll soon find out what it is."—*Judge*.

Information Received.

Old Man (browsing in a book store) "Last Days of Pompeii"—What did he die off?

Bookseller—Oh, I dunno—some sort of eruption.

Handle With Care.

"Jack has placed his heart in my keeping."

"Well, you had better be very careful of it, my dear. He told me last week I had broken it,"

A Connoisseur.

"Have you lip rouge?"

"Yes, miss."

"What brand would you recommend?"

"Well, personally, miss," replied the drug clerk, "I prefer the taste of this."—*Ex.*

Runs Either Way.

"Are you a bull or a bear in Wall Street?"

"Neither," replied Mr. Dustin Stax. "When I'm on the trail of a sure profit, I'm a bloodhound; and when I'm scared, I'm a rabbit."

She Knew a Machine.

Mr. Newlywed (attempting to start car): This darned self-starter won't work, there's a short circuit somewhere.

Mrs. Newlywed: Well, why don't you lengthen it, dear?

Even Powder and Shot Cost Less

"The good old Pilgrim Fathers lived under hard conditions."

"In some respects. But think of how much cheaper they could get their turkeys."

An Editor's Candor.

Coal Oil Johnny is dead. He was remarkable in two ways. He managed to spend a million dollars in a few months, and then managed to live on \$50 per month. We've managed to do one of 'em. —*Barber County (Kan.) Index.*

Reminded Him.

The Professor—Yes, a caterpillar is the most voracious of living things. In a month it will eat about 600 times its own weight.

Deaf Parent—Whose boy did you say he was?

Perfectly Serious.

"Are you serious in your attention to Miss Dobeigh?"

"I am. Her father did me out of \$10,000 in a stock deal last month and I'll get it back if I have to marry the entire family."

The Smallest Pests.

The back-biter is the cootie of society. —*Real American.*

Then you have never heard of the microbe who says that every woman will fall for some man, eh?

Nor the bacillus who avers that every man has his price?

In the Wrong Place.

"I," said the gentleman, "would like to see some of the late effects in summer hosiery."

"You have picked out a dark aisle for that," responded the floorwalker pleasantly. "Why not post yourself where they come in from the street?"

Stand By!

Mary Jane (appearing breathlessly from the kitchen)—Please, mum, would you do me a favor?

Mistress—Certainly, if I can.

Mary Jane—Well, would you kindly go and speak to my young man at the back door till I make myself tidy?

"Gone, but Not Forgotten."

"Are caterpillars good to eat?" asked little Tommy at the dinner table.

"No," said his father; "what makes you ask a question like that while we are eating?"

"You had one on your lettuce, but it's gone now," replied Tommy.

How They Get That Way.

In France, noted criminals are made to speak and sing into a phonograph before their discharge from prison, that in future their voice may be identified, in case of need.—*Modern Woodman.*

Ah, ha! We wondered whatinell was the matter with some of our new records!

Uncertainties.

"What is your position on this grave public question?"

"My position," replied Senator Sorghum, "is that of a man whom I overheard in the railroad station asking about trains. He couldn't be sure whether he was away ahead of his time or away behind it."

Breaking it Gently.

Pat had fallen out of the tenth story window and the doctor had pronounced him dead. Some of his friends were carrying his remains home when one of them said that they ought to prepare his wife for the shock, and Mike agreed to do it. He went up stairs first, and rapped on the door. A woman opened the door and Mike said:

"Does the Widow MacCarthy live here?"

"I am Mrs. McCarthy but I am no widow," said the woman.

"The hell you ain't," said Mike. "Wait till you see what we are bringing up the stairs."—*Case Eagle.*



THE VIEWPOINT



SOME GOOD POINTS.

Many readers are prone to believe the supposedly dispassionate editor of their favorite periodical rather than the often heated and disconnected arguments of the employe who should know, but whose statements are discounted because of the personal interest involved, and railroad workers are handicapped by a small but effective minority who do all in their power to confirm the propaganda by bragging to the citizens at home of the big pay earned during a hard round-trip consuming forty hours, even though another day's work may not be had that week.

While speaking of the proposed \$500,000,000 hand-out to the railroads, Congressman Rayburn referred to the inefficiency of labor claims and asked "Does anyone have an idea that the railroad companies would have filed an idiotic claim like that, an indefinite and intangible thing, if they had not thought that organized labor in the country at that time—the railroad employes especially—were at the lowest ebb they ever were in popular opinion?" We are at a low ebb. To realize how low, one must reside in one of these country towns where the few local employers have made full use of local conditions which permit retention of 1885 labor arrangements. Not only must we meet Big Business propaganda in the present forms, but we still have that black-eye that the commercial traveler gave us when he explained each increase in price to the retailer by reciting "cost of high living truths," "silk shirt and automobile" tales, and other interesting yarns about the "damned unions" and their ability to force acceptance of their "ridiculous demands," and these stories have lost nothing while the country dealer retailed them in explanation of his

doubled increase to the consumer. And as these country stores are still charging war prices, war labor stories remain in vogue.

Imagine the progress of the amateur labor orator in a community where provincialism is so rampant that the right of labor to organize is still denied, and where public school teachers were applauded generally for teaching the pupils that it was the strikers who should be called "the scabs" because they were rebelling against the public while refusing to "produce" as well as against their munificent employer—not the patriotic men and women who did their utmost for stricken humanity while standing loyally by their employers.

While commenting editorially upon one of Brisbane's trite suggestions, the *Boston Post* says:

"A well-known newspaper writer takes his usual sarcastic fling at capital. He says: 'If our treasury can stand a drain of \$500,000,000 to oblige with dividends a few thousand influential railroad owners, it might produce several times that amount to supply with work five millions that are idle.'

"There is of course just enough basis in the situation to give plausibility to this claptrap amongst the unthinking or uninformed. The railroads are seeking some \$500,000,000 from the Federal Government, but it is not charity but money owed them that they are requesting. This money is not to be paid out in dividends to a few thousand influential stockholders. Most of it is to be spent immediately on improvements and additions to the railroad properties. The expenditure would not only give employment to hundreds of thousands of now idle workmen, but would also enable the railroads to operate more cheaply and thus aid in low-

ering transportation costs, which in turn would stimulate general business. It is really the best way in which to give relief to the unemployed. * * * Indeed as transportation is the key industry of this country, anything that will help the railroads will benefit everybody."

I would not give space to this *Post* outburst had I believed it regular line propaganda, but this untruthful and misleading editorial has the earmarks of a grouch who added mentally: "There, Brisbane, damn you, take that."

The *Post* is a family (Democratic) paper depending chiefly upon thousands of workers and other ordinary citizens for support, and its editor has had the sense to steer clear of the regular propaganda, regardless of his personal opinion of the oily arguments of the Big Business publicity writers, but like the editors of several other family papers with which I am familiar, those explosions occur occasionally as a result of accumulated malice or ignorance, and I fear they do more harm proportionately than the regular stuff.

Many readers consider their family paper as they feel toward the family doctor. They may read or hear of propaganda printed in the *New York Times* and discount it, but when the steady old family paper spits fire like this are apt to accept it as the result of exhaustive examination and mature deliberation, and decide that there must be something in it after all. We cannot of course force editors to desist printing unfair or dishonest "copy," but we might make sure that they may know labor's version of problems in which we are interested, and it is possible that even a grouch would hesitate at times, had he seen *Labor* each week and did not know how many of his subscribers had also seen AND READ IT.

The *Manufacturer's News* of Chicago says:

"The people of the United States are tired of labor unionism and trimming by persons in authority. We are almost to the open shop, and when it comes it is going to come with a big rush, but it may not come until after bloodshed, suffering and starvation have been forced upon our

unfortunate people. * * * Nearly every line of business needs men with backbone—men who have the courage of their convictions—men who are not afraid."

You will not read much about this in the daily papers, but had labor leaders made such a threat you would have seen it featured on the front page under three-inch captions, and someone would be promptly imprisoned for inciting to violence. I repeat this only to show that Big Business is still determined that labor shall eat from its hand as per its artificial hard-times program. They evidently intend to continue the present industrial depression until we are starved into complete submission or desperately rebel.

This is not a wage problem, it is not a railroad problem, it is not even a labor problem. That before us is more general in character—its scope is international. It might be aptly described by the caption: BIG BUSINESS VERSUS THE REST OF US.

Big Business proposes to sweep all the stakes from the board and leave the public to get home as they may—clothed in barrels perhaps, if barrels are obtainable.

I am not pessimistic over the situation. I know there is a point beyond which they dare not go, but THE TELEGRAPHER and *Labor* are in every recent issue confirming my old belief that we need the public's confidence and the public needs organized labor, as we never needed each other before. I am not referring to "the public" of whose opinions and desires Big Business harps—chambers of commerce, boards of trade, etc., representing 12,000 millionaire campaign contributors—who are slightly inconvenienced by concern over the hundred million ordinary mortals at election time only. I refer to the real public whose opinions are not sought but manufactured by the lies in the controlled press.

The public must be shown that they have everything to gain if they stand by organized labor, and much yet to lose if they are deceived by Big Business propaganda.

They must be shown that in order to conserve their true interests they should assist organized labor in lifting them up

industrially, not in assisting Big Business to crowd us down to the low levels reached by some of their more unfortunate groups—thus furnishing the autocrats an excuse for further reducing the possible standards of the unorganized.

The public must be shown that after all the reduction in workers' pay, they have gained no permanently reduced cost of living, but finding the public so "easy" Big Business is seeking further unfair advantages through legislatures and courts now, that they would not have dreamed of before the world was made "safe for democracies."

They must be shown that even were trained railroad workers driven out of the business by pay reductions they stand no chance to win anything from the Morgan bunch, but even if they could win it would be through sacrificing safety.

The public must be told how the railroads, one after another, physically valued by the Interstate Commerce Commission, are failing to prove their stock anything but "water," and how both they and the employes are being robbed to support that "water," the existence of which was so hotly denied only two short years ago by the same liars who now seek to perpetuate present conditions through the aid of the victimized.

They must be shown that the small percentage of our products exported—or not exported—is not the determining factor our "best brains" are wont to preach. It is well paid, decently treated and contented American workers who buy the American product and make American prosperity, which lasts until American millionaires get over-confident in their rapaciousness and try to murder the proverbial goose.

The public should not be permitted to be lulled by "best brain" predictions. American industrial conditions will improve materially after American finance is satisfied that it has gouged labor and the public as far as it is considered politic at this time.

There are plenty of statistics available and we should use them in showing the public that pay increases doled out to labor in recent years do not begin to

account for the increased cost of living. Few laborers can buy as much with the present week's pay as they were able to buy only a few years ago. After thorough examination of the causes advanced by various writers, *we are satisfied that the difference between the purchasing power of the dollar twenty years ago and today has gone to the coffers of those multi-millionaires formerly millionaires, and if the general public is bound to leave all the fighting for organized labor and a few progressives in Congress to do, we should at least make the strongest possible bid for the public's moral support.*

With 90 per cent of the country's wealth in the hands of 10 per cent of the people; with the coal trust profiteering upon the public to the extent of 1,000 per cent per year; with banks making profits of 50 per cent to 125 per cent—making more in a year than their entire paid in capital in some cases—with many manufacturers making fabulous profits; with public service corporations making profits upon their actual values notwithstanding their wasting and inefficiency and quietly slipping huge amounts to the House of Morgan through corporations whose profits receive little public attention, while these same public service corporations plead poverty to the people in trying to justify their demand for high rates, starvation wages and Government subsidy to support their watered stock and increasing salaries of their high officials. With all this and their altogether too successful propaganda to insure deflation for all but themselves, organized labor faces the hardest fight in its history, a fight throughout which we must use money as well as intelligence and *we must have the public with us.*

Big Business has spent millions in this campaign, while we are just beginning to realize our danger. It is too late in the game to try to use amateurs for even minor parts.

The public should have an opportunity to read many of THE TELEGRAPHER's recent editorials. Why could not "Big Business and the Rest of Us" editorials be properly grouped and members urged

to hand that section to friends for circulation, after reading?

These facts which the public should know, must be perpetually proclaimed because of the public's short memory, and to prove effective they must be *printed* and by publishers who are ever ready to prove their statements.

Labor, our weekly newspaper, is our *best weapon*, if it can be widely circulated as it should be. Both members and the public should be convinced that *Labor cannot lie*. Big Business would promptly swamp *Labor* with law suits and drive it out of business if its statements could not be proven. But, as Big Business knows that *Labor can prove its statements*, the millionaire gougers are forced to trust in the public's proverbial carelessness of its vital interests to keep *Labor* down to a minimum circulation, to keep the public ignorant of true conditions, to divide workers, and to perpetrate industrial slavery with fabulous profits and power for the thieving few.

Talk about a million subscribers for *Labor*—why, we should have a million on our free list, including the clergy, libraries, and family newspaper and magazine editors.

The Order of Railroad Telegraphers should subscribe for the entire membership as did the engineers, at the earliest possible date. Determined campaigns should be launched for the purpose of inducing every labor union in the country to do likewise.

I believe that railroad labor organizations are to soon realize just what Big Business has been doing to us through their propaganda, how the public has been fooled by it and turned against us. I fear that many of us have been too confident of the public's sagacity in such matters.

Labor organizations and collective bargaining will avail us little indeed in the future if we cannot find some practical way to match this propaganda which is working day and night to create hatred of organized labor by the public and is also turning one class of organized labor against the other by teaching that some are enjoying unjust, unfair, or unearned

advantages at the expense of other workers who are also ultimate consumers. I have known union men to publicly argue against another class of union workers, and to shamelessly patronize a concern whose workers were "out," because they believed the propaganda in the daily papers and revolted against assisting as they would had they known the truth.

We need not stampede our membership, but they should be quickly and frankly warned of our danger and, until *Labor* can be subscribed for by the Order, they should be urged more strongly than ever to invest the small sum of three cents a week as a matter of insuring themselves against utter industrial slavery.

TWO LETTERS

While the threatened strike was being discussed and the papers were vociferously denouncing the railroad workers, I received a letter from my brother, in which he commented on the strike as follows:

"As regards the strike, I don't know anything about the causes or the propaganda of both sides, but I do know how most of us feel out here. We have all had to take a reduction of wages, in some cases, a reduction being taken so that all would have work instead of a few at high wages part of the time. Even then some of the shops work only two to four days a week.

"The selling price of our goods has come down. But freight and railroaders are not coming down. If railroad rates do not come down, prices of commodities will not come down. Some of them will go up as a few have already done, due to having been reduced too much. Here are the railroaders holding things up. We feel that times will not get better until the railroads and railroaders come down, the same as the rest of us. Is it fair that we should come down while they stick to the old high prices?

"It will not be Wall Street or any clique that will beat them if they lose. It will be public opinion formulated by the individual pocketbook."

As my brother is also a workingman, I wrote him the following letter:

"Dear Bro.:

"Your letter was a regular humdinger—regular solar plexus blow.

"However, if you will follow the market reports—follow the wool sales at Boston—the print cloth sales at Fall River—hides and leather, etc., you will notice that as soon as a demand rises prices go up.

"If stories of department store clerks are true, this same idea is followed by department stores, i. e., just as soon as an article begins to move it is taken from the counter to be replaced within a few days at a higher price.

"If the consumer is to be penalized with higher prices every time he starts to buy, I can't see how lower wages is going to revive business or reduce the high cost of living.

"Again, if you read the papers, and your letter indicates you do and also that you accept the statements of the press at their face value, it is dinned and dinned into you through the news columns and editorials that wages must be reduced to revive and stimulate business. If you read the financial journals and even the financial news in the ordinary press, you will read: 'Prices have been advanced to stimulate business.'

"Why must wages be reduced and prices advanced to stimulate business? And why are prices advanced only after wages have been reduced?

"Take U. S. Steel. They cut wages down to 25 cents an hour and less, and also cut prices, but discouraged the placing of orders at the reduced prices.

"When satisfied the men would make no united protest against the cut in wages, they began to advance prices \$5 to \$15 per ton—the latter for plates and tinplate—and began to accept orders. 'Doing business at a loss,' was the reason given for the advance.

"If this be so, then other people are fools or chemistry is a failure.

"I'll warrant your chemist can tell almost to a dot the ingredients that go into a ton of iron and, knowing this, your department heads can figure the cost of

a ton of iron to within a few cents. Knowing the price was rock-bottom, they would be fools not to place their orders then and to wait until prices advanced.

"According to your idea, since reduction in wages in industrials has not revived and stimulated, as was promised through newspaper propaganda, the fault lies with the railroaders' wages, which in turn interfere with a reduction in freight rates.

"Very well. Through the action of the farmers' bloc at Washington it develops that freight rates on iron ore had been reduced 28 per cent, ever since way back. Other materials of which the steel trust is the beneficiary have also been reduced in proportion. All but coal. To reduce the freight on coal would benefit others and that would be a crime, but on all material which would make the steel trust practically the sole beneficiary the freight was reduced.

"Here then we have reduced freights and reduced wages which are down to low wages, yet I can't see that the steel business has been doing any reviving, can you?

"Just now the steel business is beginning to show some activity, orders for October were up to 54 per cent of capacity, but if, according to your idea, prices must come down and that these prices can only come down when railroaders' wages are reduced, to be followed by reduced freight rates, how do you account for the fact that with all the benefits of reduced freight rates and low wages this activity did not manifest itself until after prices were advanced.

"Apparently there is something wrong with your viewpoint.

"And tell me why—if they could reduce freight rates on steel trust freight and make money—they could not reduce freight on the farmers' grain, etc.

"Oh yes, they are making money. Remember how before last July newspaper propaganda was giving you long tales of woe of the railroads—how it would be necessary to go into receivership, etc., that was before July—July 1st our wages were cut, and then, when in July, the June statements were given out the rail-

roads were making all kinds of money, and the old wages still prevailed in June.

"Again, if reduced wages will reduce prices, then railroad material and equipment should benefit thereby. Locomotive shops, such as Baldwin's car building shops, all have slashed wages to the bone and are getting their material at a low figure, too, yet locomotives cost from 123 to 144 per cent more than in 1914—cars from 100 to 122 per cent more, etc.

"Surely if wages come down these things should come down too, but they don't. Why?

"And let's look at the coal bill. Just now 50 per cent, if not more, of the locomotives on the railroads are in white-lead.

"The price of bituminous coal, too, is lower than it was during Government operation. Yet, even though the amount of coal consumed is very much less than during Government operation and the price of coal is less, the coal bill of the railroads since return to corporate operation is \$314,000,000 greater than for a similar period during Government operation. Why? with lower prices and less coal consumed, must the aggregate coal bill go up as wages come down.

"During Government operation the railroads cost the Government \$800,000,000. The Government operated the roads for twenty-six months. Most of this was lost in the beginning of Government control—between the time the Government tentatively took over the roads with the official organization the same as under corporate ownership—and the time the Government took over active control. Those surely were days of railroading. Toward the last the Government was working it around so as to show a balance on the right side of the ledger. Some months there was a slight loss—some months it was even-Stephen, and some months a gain or profit was shown—this profit running as high as \$25,000,000 for the month.

"Yet, as soon as corporate interests took over the roads, but with Government guarantee, they began to lose at the rate of \$110,000,000 a month. Why?

"When corporate interests took over the roads in their entirety they were allowed

25 per cent increase in freight rates. The actual increase was 40 per cent, but 15 per cent was allowed for an increase in wages to the employees. Just get this clear—when the last increase in wages was allowed it incurred no additional expense over previous conditions to the roads. The increase in wages was covered by the 15 per cent increase in freight rates and the 25 per cent increase in freight rates to the roads was all clear velvet to the railroads.

"Yet, with three months of the heaviest traffic known on railroads—not only in total freight receipts, but in volume of traffic hauled—the railroads showed a heavy loss. Why?

"Last July, as you know, they cut our wages 12 per cent. This in reality was turning over to the railroads 12 per cent of the 15 per cent allotted to the men when the freight rates were increased last year. In all, the railroads are now getting an increase of 37 per cent in freight rates. And still they are not making any money. Can you beat it?

"When the campaign was on to make this cut, evasive promises were given for reduction in freight rates. After the cut was made they forgot all about reducing rates.

"Because the farmer was getting decidedly restless they now have allowed a 10 per cent reduction on grains, etc.

"Just now they are proposing a 10 per cent general reduction on all freight on a six months' trial. Railroad manipulation of figures will, of course, show a loss and this will be used as a club to rouse public opinion for a cut in the railroaders' pay.

"But, and now listen—the shipper is now to assume all responsibility and is to protect himself by taking out freight insurance, and this will eat up all the benefits of the reduction in freight rates.

"Freight rates reduced 10 per cent, yes, to force a cut in the railroaders' pay and then freight rates plus insurance will equal the freight rates as before.

"The public gets skinned, the railroader gets skun, and the few on the inside get the 10 per cent. The few on the in-

side will, of course, finance the insurance companies.

"And now as to pay of the railroader, a trainman some time ago lost his check, \$16.34 for 15 days. A conductor some time ago told me his check for the half month was \$25, you don't call that big pay, do you?

"Oh yes, a few choice runs yield good pay, but a man must practically work all his life to get these few choice runs and then only has them for the few remaining years of life.

"The press tells you about only these choice runs, to line you up against the railroader. They don't dare tell you the average pay of the railroader.

"Finally, let me say the railroader is not opposed to a reduction in pay, provided there is a proportionate reduction in living costs.

"You and others in the industrials accepted a reduction on the promise of reduced living costs. The promise has not been fulfilled and the railroader merely wants the promise fulfilled before he accepts the cut.

"Because of the broken promise to you and the others in the industrials, is that not the wiser course?"

H. H. C.

PITILESS PUBLICITY.

Since the extreme effort put forth by the railroad managements seems to be to reduce wages regardless of everything else, have been wondering if you would have time to spare a few moments. It has occurred to me many times, and no doubt has been up many times, concerning the present wage and rate situation, that possibly we are not working from the right angle to effect the most for the wage earners and the general public. Is the fact that the physical valuation of the railroads of the United States was taken in 1918, or at the time of the peak of high prices of materials, labor, etc., not the primary cause of the low returns now being made by the railroads? The net percentage of profit as published by the railroads for the year 1918 was barely half that for the previous year and even five or six years previous.

The fact that the physical value was

taken at a time when prices of materials, labor and everything used by a transportation company was at its highest, gave the roads the chance to extract the "illegal water" from their stock, and replace it with "legal water," double their valuations, and split their "net profit." In this they have been able to manipulate the Interstate Commerce Commission until now it is necessary for them to earn practically double their former returns to have the same net percentage of profit. I have made considerable inquiry and had conversations with men formerly with valuation gangs sent out by the railroads, and find prices for everything were figured at 1918 or VERY TOP PRICES. After doing this we have a very clever piece of manipulation, but is this not the primary cause of the failure of the railroads to earn their "reasonable return?" Is it not time for such methods to be made public? Will the public take kindly to such methods when exactly the opposite practice is used in dealing with the general public?

In the year 1918 the writer sold a piece of property. This property cost, we will say, \$2,500 when built in 1913. Price advances made it worth \$5,000 in 1918, for which it was sold. I was compelled to pay income tax on \$2,500 profit. Why not let me figure 1918 value for it as the railroads have been permitted to figure their values? To build it in 1918 it would have cost fully \$5,000. Is this not a like case? Why are the roads permitted to get away with this kind of stuff when you and I would be fined or sent to prison for it?

Place the valuation of the railroads back to their 1915 status with present rates; back to the actual cost of construction, and leave rates where they are now, and their profits will be clear beyond all reason. The public are not aware that they are being guipped and robbed in this manner. Can we not start a counter offensive? To use President Wilson's expression, "pitiless publicity." We have never seen any comment on the rate situation from this angle. If the railroads can secure from the public documents and publications at Washington

such files as those which are reprinted in the "American Railroads," why can we not secure them and even if we do have to pay for it, have them published and in a way to get them before the public? Why not every laboring organization detail sufficient of their best men to this work and secure figures and facts regarding the taking of the physical valuations by the railroads showing when taken and the manner and method of the calculations made; in fact, everything in detail? Also to get the facts and figures secured by the Government working under the Interstate Commerce Commission direction, shortly previous to the time the railroads revalued themselves. When this information is secured, and it should not take long, then put it before the public. This could be done in many ways. The most effective would be, I think, to employ competent speakers and have them to cover the country. Also the individual members of our organizations can distribute just such a publication in the manner railroads are peddling propaganda throughout the entire country.

There is no question that "pitiless publicity" of the physical valuation of railroads of 1918 is the key to the rate situation, and also to the wage problem. The proper investigation and publication will lead to more than what we see in the State of North Dakota in their recall elections. The complete investigation of revaluations of railroads of recent years will show that the term "investment" does not mean the amount invested in the railroads but rather, what the railroads would have cost had they been built in the year 1918, and that the "fair return" required or permitted under the transportation act, would become visible as an act of public robbery, if based on deflated values which most, if not all, other enterprises have been compelled to undergo during the past twelve months.

Why not get this matter before the public and let every Union man secure one or more interested persons who will write to their Senators and Representatives, demanding quick and complete investigation and action. One of the largest construction men in the United States

makes the statement that the railroads of the country could be constructed new for ten billion dollars. This is slightly more than one-half the valuation approved by the Interstate Commerce Commission.

If we sit idly by for the next three years and allow the railroads to complete their plans for control, we had better abandon our Government. It would hardly be necessary to make any radical changes were we to abandon our present system of Government, as the railroads are now in absolute control of every branch of it. A few years ago the object of the Interstate Commerce Commission was to regulate the transportation systems of the country for the benefit of the public. Now the chief duty of the Commission is to stipulate conditions for the benefit of the railroads. This Commission seems to be owned and controlled by and for the transportation systems alone. To continue will soon place us in the same condition as we find other countries, and ere long the public will be completely "hog tied." CERT. 2008.

FOOD FOR THOUGHT.

Dear Reader: Brother or Sister, as the case may be, before placing before you some statistics culled from Senate Document 259, I wish to have you read a poem written by an old philosopher, Tommaso Campanella, an Italian, who lived 1568-1639, entitled *THE PEOPLE*. After reading this poem (it will be well to read it several times) you will the more readily grasp the significance of the figures that appear later. The poem follows:

The people is a beast of muddy brain
That knows not its own strength, and
therefore stands
Loaded with wood and stone: the powerless hands
Of a mere child guide it with bit and rein;
One kick would be enough to break the chain,
But the beast fears, and what the child demands
It does; nor its own terror understands.
Confused and stupefied by bugbears vain.

Most wonderful! With its own hands it ties

And gags itself—gives itself death and war,

For pence doled out by kings from its own store.

Its own are all things between earth and heaven;

But this it knows not; and if one arise To tell this truth, it kills him unfor-given.

The last two lines are typical of the attitude assumed by the people in behalf of such characters in history as the man Jesus Christ, in whom so many people profess to believe. Jesus Christ was a "radical" of his day and being now a "dead" one, it is very convenient to worship him. Wendell Phillips, John Brown, Abe Lincoln were "radicals" in their time—they are building monuments to them nowadays. But to the statistics:

Senate Document 259 embodied a report made by the Secretary of the Treasury to the U. S. Senate on the profits made by business firms and corporations as required by law. Try to get a copy of this document for your own perusal, and see how it is suppressed. A few facts in the report are given here:

During 1916-17 U. S. Steel CLEARED over all expenses eight hundred and eighty-seven MILLION dollars—\$887,000,000—which was twenty million dollars in excess of its entire capital stock.

Coal operators cleared up to as high as seven thousand eight hundred and fifty-six per cent—7,856%. Can you grasp the meaning of those figures? 100 per cent would mean they took out during that year one dollar PROFIT for each dollar invested.

Clothing and dry goods stores cleared as high as 9,826 per cent.

Meat packers as high as 4,244 per cent. Fruit and vegetable canners as high as 2,032 per cent. Furniture manufacturers up to 3,295 per cent. The American Woolen Mills reported 1,770 per cent clear profit.

One small steel corporation with a capital stock of \$5,000 reported for 1917 that its income was \$14,549,952 or 290.999 per cent profit for ONE YEAR. 1917.

Official confessions, reports to the treasurer of the U. S., that there were 17,000 millionaires created during the late war for democracy. This means about 17,000,000,000 dollars—the amount raised by the first, second, third, fourth and Liberty loan drives.

The Department of Commerce issues reports of interest and dividends paid by leading industries of the United States. We will not specify here but give you the totals for the months—averages during the following years:

1913, average interest and dividends paid amounted to \$148,000,000 monthly.

1914, about the same as for 1913.

1915, slight increase, going up rapidly.

1916, the average per month was \$177,000,000.

1917, the average per month was \$199,000,000.

1918, the average per month was \$252,000,000.

1919, the average per month was \$265,000,000.

1920, the average per month was \$284,000,000.

1921, for the month of January ALONE (last report tabulated when these figures were sent out) amounted to \$339,000,000.

You will, no doubt, recall that there has been an awful slump in business the past year or so, from four to six million men and women out of work, yet, notwithstanding, all these UNEMPLOYED potential creators of wealth, the leading industries reporting to the Department of Commerce, admit to having paid \$339,000,000 out as interest and dividends during last January.

With such FAT PICKINGS reported by BIG BUSINESS can you wonder at the frantic efforts for greater profits that will accrue, if they can put over the OPEN SHOP and WAGE REDUCTION schemes, that have been nationally adopted by big and little corporations

Read that poem "THE PEOPLE" again, and get the connection between what Campanella saw in his day and what is going on now. Notwithstanding, the fact that it appears to prove it to be impossible to change "human nature"—such is

not a fact. It only proves that with the INFORMATION dispensers controlled by "BIG BUSINESS," as ALL THE LARGE NEWSPAPERS ARE, just SUCH INFORMATION as they want YOU to get, and the INTERPRETATION of that same information for YOU to swallow, is FED YOU DAILY, and they HAVE YOU where they want you. They know they can get a 7,000,000 majority for any person they put up for YOU to IMAGINE you elect. They are FOOLING YOU yet, although it is becoming increasingly more difficult and expensive with each election.

One way YOU can begin to understand these things is to read papers published FOR YOUR OWN INTERESTS and not for the interests of BIG BUSINESS. Take a look at the bulky hulks of the Sunday papers of every large city and try to imagine the publishers worrying over your efforts to make ends meet.

I wonder how many readers of these lines are subscribers to "*Labor*," the Washington, D. C., four-page paper, published entirely in the interest of we railroad workers? With my own division of the O. R. T. to judge by, I feel safe in saying that not one in twenty members are subscribers. I hope these figures can be improved on by other divisions. "*Labor*" is not all I wish it might be, but is a long step in advance of the day-lies of general circulation. Get in behind "*Labor*" and get FACTS; after reading it HAND TO A NEIGHBOR, marking some particularly good instructive item. Read the poem again—try to realize that we tie our own hands and gag ourselves by patronizing the big business advertising sheets, with their big business bias. Glance over those figures, too, once more.

One more thought, not directly connected with the above. You have heard of the "Disarmament or Limitation of Armaments Conference" now holding forth in Washington. "Muddy brained" folks are thanking Harding for calling this conference, forgetting Senator Borah's hard fight to get the thing through Congress, INSTRUCTING the President TO CALL IT. Campanella was right.

R. J. WERN

LICENSED OPERATORS.

After reading the article on page 1118 of September TELEGRAPHER, and page 1346 of the November TELEGRAPHER, I have given this some thought and for several years have deeply regretted there was no way by which we could check the HAM FACTORIES. While we all had to learn telegraphy at one time, I believe I am safe in saying 90 per cent of telegraphers working today earned their schooling in a depot working hard, I know I did, but the curse of telegraph'age is the telegraph schools of today, their output is all unfinished products. They are put to work either by the Western Union or the railroads to be finished up. I would be mighty glad to see a law enacted whereby all operators should be licensed before he would be allowed to be placed on any position and where telegraphing, handling trains either by phone or Morse telegraphy, he or she pass a satisfactory examination.

I have written my general chairman and asked his co-operation on this subject.

J. C. OVERMIER.

A PROTEST.

This is to voice a protest against the action of the Grand Division in curtailing "Personals" in the Fraternal Department of THE TELEGRAPHER. I understand this action was unanimous with them, yet, I believe that the membership in general is overwhelmingly against this curtailment.

The propagating of union "material" at first glance might seem to be the primary duty of our official publication, but wouldn't "discretion be the better part of valor?" Couldn't we tolerate the injection of "personals," even if at the expense of some other department, which is, in the final analysis, dry reading for the rank and file of our membership. This is not a criticism of the excellent information that appears in the editorial and other departments, which is admittedly the best appearing in any class magazine, but rather a plea for the restoration of "personal items" reasonably restrained.

that members who do not read it otherwise, might find "between the lines" gems for reflection along union lines.

This protest may be late in coming, but my "indignation," like John Brown's spirit has "been smouldering in the grave," only to be fanned by each successive issue *THE TELEGRAPHER*—minus the promise it once held of keeping up with the movements of my old pals whose failure to "speak for themselves" is proverbial.

CERT. 1183.

CLASS CONSCIOUS.

In my pursuit for enlightenment through the weekly columns of "*Labor*" and various food for thought items, I have run across the following, and admitting my guilt, and if found timely, please insert in next issue.

"There never was a war or a political campaign fought in the history of this country in which proletarian interests were the issue. Yet we furnish both the bulk of the soldiers and the majority of the votes. We were but cat's-paws in the hands of ruling classes. Of all the people we were the only ones who were not CLASS CONSCIOUS. Yet no one will doubt that we have class interests, and that our class interests are opposed to the interests of other classes, mainly the capitalist class. We want higher and the boss wants lower wages. We want a lower cost of living and the capitalists want higher prices. We want our children in school and the boss wants them in the factory. We organize unions of our own class and strike against our employers, while he hires thugs, scabs, detectives and strike-breakers to beat us.

"In our union halls we find a little round hole in the door through which we whisper the pass word. We have hand grips and rituals. We do all that man can do to keep the capitalists, their spies, and lawyers out of our union meetings. We are CLASS CONSCIOUS enough on the industrial field, but when it comes to sending men to the legislature or to Congress to make laws for us, we not only vote with the same people we fight during our strikes, but we even elect men

who we would under no consideration permit to enter our union meetings.

"Chickens would not vote for coyotes, pigs would not vote for butchers, but we, the workers, have no objections to casting our ballots for men whose campaign expenses are paid by Morgan, Ryan, Carnegie and others who have crushed, with iron heels, every attempt of labor to improve its condition. Let us be CLASS CONSCIOUS."

CARL R. NICHOLS.

SOMETHING TO THINK ABOUT IN 1922.

"Master," queried the railway executive, kneeling, "shall the bells that ring out the old and ring in the new railway year chime wildly?"

"Hell's bells, no!" roared the King of Credit Land; "they shall toll."

And they did.

We meet another onslaught of reduction and retrenchment. The attack, like preceding ones, is general. All or nearly all the engines of publicity, budget scientists and efficiency hounds, many practitioners of psychic suggestion and purveyors of ridicule, are aligned against us and well supplied with ammunition.

It seems that we have too much stamina; our ration of proteins, vitamins, carbohydrates, and so on, must be still further reduced.

We and our children have been housed and clad too comfortably; how vain and ridiculous to hope that such conditions may endure!

We are told that we are beaten before we start to fight. Decorated with crepe and sterner than ever, the battalion of Hard Economic Facts is paraded to the "Dead March in Saul." The scarecrow of Worldwide Conditions flaps in the wind to check utterance of thoughts that arise in us. Huge job presses swallow millions of railway earnings and spew out tons of the printed word calculated to engender distrust of one producing class by another. Polyanna magazines, controlled or published by the companies, serve carefully supervised brainfood for children. Sufferings of stockholders are recounted in a manner to bring tears to our eyes

in the same breath with a challenge to radicals comes the plea that oldtimers rescue perishing profit-takers who for many years so generously afforded veterans the means of gaining a livelihood. The old wives' tale that we have been spoiled by luxury during the past few years is told and retold.

"My dears, these railway people! Such extravagance, hatefulness, insolence, jealousy, envy, suspicion! Such discontent, disloyalty and radicalism! We owe it as a duty to our country to teach them their proper place."

Courage, brothers and sisters! A slap on the wrist cannot stop the labor movement. Statistics, be they ever so true, do not make the world go 'round. Labor does. Of the industrial triune—Labor, Capital and Management—Labor is by far the oldest, and is potentially the strongest. Get it out of your head that it is the weakest. It is not going to be thrust into a dark closet with Cinderella, to weep. There is no dark closet any more. Bearing the heaviest part of the burden, Labor is justly entitled to a reward in proportion to its load; organization is designed to help it reap that reward. If advantage gained be small, it is because we have not known how to use our strength. Let us make a stand again—and yet again—on the ground we have won. Let us co-operate with capital—but oppose any and all of the sinister activities of Capitalism. And by-and-by we shall step forward with the rest of the world—with the rest of the folk who actually move it.

We bicker over wages and rules that our homes may be better and brighter, our children healthier and happier. Old stuff, no doubt, yet not ignoble.

But that is only part of it. Somehow or other, this threatened rebirth of domineering industrial ideals must be stifled.

Children go hungry while crops abound; somehow or other, since no one else has done it, labor must correct these abominable methods of distribution.

A small but select group of financiers is on strike. They preach thrift, solicit our money, direct its stream into the larger reservoirs, close the gates, fold

their arms and cynically let the country parch "until labor comes to its senses." We used to hear a lot about the kings of Europe. They were nine-spots compared to the kings of Credit Land, who derive all their power from the work of other men and use it against the worker by withholding credit.

Let us declare our independence of such a system; somehow or other, we must protect ourselves by establishing monetary reservoirs of our own.

One who would assassinate labor may cry: "This rocks the foundations of Government—this is revolution!" Down in Savannah, Ga., a marble monument tapers 50 feet or so into the air. It is inscribed:

"Major General Nathanael Greene. Born, Rhode Island, 1742. Died, Savannah, Ga., 1786. Soldier, patriot, friend of Washington. This shaft has been erected by citizens of Savannah in commemoration of his great services to the American Revolution."

The inscription is quoted, not to incite riot, but merely as a bracer for timid hearts when sleek modern Tories conjure bogies of "radicalism" and "revolution," as a reminder, too, that revolutionaries are not without honor, even in the America of today. C. E. POTTER.

SICK BENEFITS.

I see no reason why our organization could not have in connection with our Mutual Benefit Department a sick benefit fund by assessing each member in addition to above and payable at same time. And if a brother was stricken with a serious sickness that he be allowed a specified amount each week for a term of weeks upon proof he was entitled to same.

How often a married brother or a brother with dependents has scraped hard to accumulate a few dollars to pay for the winter supply of coal or purchase an article to cherish the home, when suddenly he is confined to bed for several weeks; his pay check ceases and his few dollars vanish like the winds.

You will find many brothers, through

no fault of their own, with a very small savings laid aside for a rainy day.

You will also find brothers on this division, and I suppose every division, who need never lay awake nights fearing they will die from enlargement of the heart, caused by the financial aid they have rendered brothers who were down and out, after being asked to do so.

Where, if we had a fund as I have suggested, regardless of how small the allotment would be per week, nevertheless it would lessen the hardship to some extent. When trouble overtakes you which cannot be avoided.

All brothers whom this proposition appeals too, kindly express yourself through the columns of our Journal.

T. A. BURNS, Cert. 102, Div. 41.

UNEMPLOYMENT.

Certainly Cert. 2182 is correct when he says that the unemployment situation is grave in this country. I wish I could see the answer to his question, "What is being done to relieve the situation and how many are trying to help?"

Discussion is our speciality, but some of us are rather slow on action—the thing that really will help to relieve the situation. Let us all put our shoulders to the wheel and ACT. A proposition was recently defeated on this division to create relief positions by members laying off at regular times. Surely the larger percentage of us can afford to lose a few days a month to enable some of our less fortunate brothers to "make the grade." Several of them have families and have been out of work the most of the summer.

The lure of a double salary is an important factor on this division. Some of the brothers, during the emergency of shortage of help permitted their wives to work. This emergency has a long time been past, but the brothers still permit their wives to work, thus drawing a double salary. Surely we, as Americans, have more regard for our fellow brothers than that. They are trying in vain to keep their loved ones from going hungry, while some of us are making two salaries. I

have relieved some of these sisters when sickness compelled them to lose a few days, but who were very much worried about the time given to an extra man—working about half of the time—her husband was working steadily, however.

Creating relief work is the only way we have to help our less fortunate brothers, so brothers and sisters give this your serious consideration and each of us that is regularly assigned give them as much time as we can conveniently give. The brothers that have been drawing a double salary could well afford to have the sister take a few months' vacation—that most of them missed last summer—and let some one that is thankful to draw one salary work a while. Relief positions are quite good now on account of the holidays, but we expect the situation to be very acute during the months of early spring.

United we stand, divided we fall. They fought for us, now let's help them. READ, THINK AND ACT.

CERT. 2248.

DO YOU SEEK PROMOTION.

Ambition or the desire for advancement is a driving force in many of us. Present systems of promotions do not in many instances make for highest efficiency.

The young man frequently enters our profession with visions of the General Manager's chair in front of him if he works to educate himself for promotion and responsibility.

These visions usually arise from the literature of telegraph schools, but after he is employed and receives the standard book of rules, the fourth paragraph under General Notice also increases his efforts to prepare himself for the expected promotion.

After several years of experience and study, upon asking for a trial or an examination to determine his fitness for a better position, he is usually declined. And frequently any further efforts are useless, for some local official has passed his opinion, and there is no appeal.

We next see our subject seeking pro-

motion or as good a position outside of the railroad line, and in many cases he leaves the service in this way. If he remains it is with resignation to his fate, orders his tombstone inscribed a "Faithful Employee" and the vision fades and dies.

Why is this condition of frightful inefficiency so prevalent over the country? Ask yourself why did So-and-So get that promotion recently. Was it earned? Is he fitted for the position? Or was it rather because he was a cousin or brother of So-and-So? Possibly he was just a good fellow and a friend of So-and-So. The result is the same.

There must be many members of our organization who are prepared today, for advancement, and many who are qualified for better positions, but few will be chosen under the present system of choosing, as qualifications are apparently of minor importance in many cases.

I wish to suggest that our organization arrange an "Examination Board," with headquarters at St. Louis, said board to examine applicants for positions of Train Dispatcher, Wire Chief, etc., charging a fee for the service, sufficient in time to be self-supporting, and issue a certificate to those of the applicants that pass the examination.

Let the examination be of such character that there can never arise the question of the fitness of the holder of one of these certificates for the position he was examined for.

I believe that in a short time a demand could be created for members holding these certificates, and that it would stimulate study and application among us, with the result that the efficiency of the personnel would be increased as a whole.

Will submit my ideas as to plan of examination later, provided sufficient interest is manifested in the subject by this article. The board would require financing for the first and second year, either by the organization or subscription of individual members interested with a bond issue paying a good rate of interest.

I solicit your objections, criticism and

assistance to put this plan over or table it. Personally I will assist in financing it if necessary. Any member of our craft who is ambitious should approve it.

EXPERIENCE.

"NORMALCY."

Is it a catastrophe for the "normalcy" crowd to be in power?

"Experience is a dear teacher, but fools will learn under no other."

How those two sentences have been associating themselves in my brain? I can't account for it. "It's an ill wind that blows nobody good." Those old sayings I learned when a boy seem very vivid to me now.

The recent November elections, all of which were local in nature, prove the first two statements, I believe, for even the President's home town went against him and they elected a man from the railway shops. The same condition happened in every place where an election was held. The voters woke up. That dormant mass of easy going, easy led, easy betrayed workers, actually woke up and sent to the Ananias Club many a good friend of "Big Biz." Isn't it terrible how those fellows will act when they finally learn that they are actually the Government (because they are the governed) and can do things for themselves, without the professional ward heelers, etc.? Let the poor yellow press howl and declare it to be the greatest calamity that could have happened. It's an ill wind, etc. If the people had used their thinking capacity, me included, in November, 1920, as they did in November, 1921, chances are that "normalcy" would not be now "deflating" and sitting on us so hard. But experience is, etc. Nevertheless the giant is awakening. Unless he permits himself to be sung back to sleep by a lullaby of the yellow press he will have his eyes open by next election.

The yellow press saw it availed them nothing to blow poison and send tirades of thunder and smoke against the workers' candidates, so they will probably try different means. For instance, divide themselves up for the time being and put

two candidates in the field, one so notoriously anti-union and anti-progressive that they know no one will vote for him and then put up one of the Old School Boys on the other, thinking they can hoodwink the worker into thinking he had won a political victory if the anti-union candidate was defeated. Then the most notoriously rotten of the daily press will support the workers' candidate, so as to try to cast a millstone about his neck, if possible, and make it appear he is championing the cause of the extreme rotten anti-union forces. Things like that can be expected of the Old School Politician to get their men across, so it will be the duty of every worker to study and know his man and be prepared to vote for him and be done with "Wiggle and Wobble."

Not all us workers voted last presidential election. Census shows over fifty-four million of voting age in the United States, and a little over twenty-six million actually used their franchise rights. About half of us didn't. Deducting for the insane, criminals, traveling population that had no residential rights, and aliens, would make at least forty-five million qualified voters. Naturally some of that can be laid at the door of the newly franchised women who did not use it, but at that there are millions of workers who failed to use their vote, but few of those whom I am acquainted with did. However, the telegraphers as a class did vote and voted right. Now, it is our duty to commence the fight for the next presidential election, also congressional election next November.

We have begun a fight that it, may be, will take many a generation to complete; the fight against privilege; but you know that men are not put into this world to go the path of ease. They are put into this world to go the path of pain and struggle. No man would wish to sit idly by and lose the opportunity to take part in such a struggle. All through the centuries there has been this slow, painful struggle—forward, forward, up, up, a little at a time—along the entire

incline, the interminable way which leads to the perfection of force, to the real seat of justice and honor. We are not wanting in quality and ambition, so let us push..

CERT. 774.

THAT PRESIDENTIAL MESSAGE.

In the recent Presidential message to the country through Congress, President Harding gives about one foot of space (news lines) to the greatest problem of the country, and in fact every country, CAPITAL AND LABOR. It would be well for every wage earner to read and dissect it. We have dinned into our ears by the "press" that the slogan, "Less Government in business, and more business in Government" must prevail. Judging from a reading of the message (as it applies to this question) there is no protest from Big Business to revise this slogan and let us have "Less labor in Government, and more Government in labor." It advocates the formation of judicial or quasi-judicial tribunals for the consideration of industrial disputes that menace public welfare. While the employing element are advocating the doctrine as old as 1776 when Adam Smith wrote "The Wealth of Nations" based on "Let Alone, and NO Interference," but like the centuries-old principles "of Let Alone" they do not work both ways. We have at the present time, as far as the railroad industry is concerned, a tribunal for the consideration of industrial disputes, and so far its decisions are only applied and backed with the power of state to the worker. Rail corporations have flaunted them and continue to do so. The last move is to appeal to the injunction power of courts to restrain the law, at least as far as the employer is concerned, and our President now advocates the broadening of the principles embodied in Title 3 of the Transportation Act. In short, it appears that "compulsory arbitration," as outlined in the laws of New Zealand and Australia, are to make their appearance on the statute books of the United States, despite their failure to solve the "Labor Problem" in

those countries. For the same reason that the newly enacted Transportation Law is failing to solve it in the railroad industry here, the employers bitterly resent any retrenchment or limitation of what they term their "right to manage their own business," as they see fit, and deal with their employes as they desire. While willing to accept any beneficial decisions to themselves, it is a matter of general knowledge that several large railroad corporations, especially the Pennsylvania Railroad, have shown a grim determination to accept none that is in opposition to what they are pleased to term "their fixed policy." Until the present law is given a trial, and both employer and employe show a tendency to accept the rulings of the Labor Board created under it then it would be unwise to extend it to other basic industries covering such a large country as the United States. There is one little ray in the message, when it announces "The right of labor to organize is just as fundamental and necessary as is the right of capital to organize." This is no news to any student of economics who understands that the underlying forces of competition work in industry just as natural as the law of gravitation works, and man-made laws will never stop organization of workers or centralization of property. After organization it is the equally fundamental right to negotiate and deal in an organized way. Here again we find the same friction shows itself. First is the Gary brand that denies the right of organization, and then the recent Atterbury plan that denies dealing with them when once organized and composed of the majority of the corporation's employes. Withal progress is being made. Labor is not only organized, but intelligently marching with the forces of economic evolution. Workers are thinking as they never thought before, and thinking rationally, and law will not be eternally applied to the worker on the principle of "Heads I win, tails you loose." A few pricks of jug-handled application will have its arousing effect; that corporations will not be

able to overcome by the employment of highly organized and highly paid legal lights, plus injunctions.

CERT. 10, Div. 17.

THE INJUNCTION AND DEFENSE FUNDS.

Since the Order of Railroad Telegraphers and other bona fide labor organizations have grown in the industrial field, there is always one feature that stands out as a goal. "Build up a good defense fund." Recently we have seen the power of courts through the "law of injunction" issue blanket injunctions tying up the funds of organizations that are on strike, or threatening to do so. These Judges are in 95 per cent of the cases former corporation attorneys, and none the less so when vested with arbitrary power bearing a dignified look and wearing a gown on the court benches. In the recent threatened railroad strike it has since become common knowledge that the law (through similar courts) was to be applied in a similar manner.

With Big Business in control of the Government (and workers, organized and unorganized, put them in control) it just means your big Trades Union defense funds will be to the protesting workers what the employing class will permit them to be. With precedents now set, in the future it will be easy to send the leaders to jail and tie up your funds, and to defy this method of beating strikes will be viewed by the powers as "DEFYING YOUR GOVERNMENT." Once such an injunction is issued the struggle changes from a struggle between employers and employe to one between the organized worker and the Government. Under the present conditions there are but two things to do: EITHER FIGHT YOUR GOVERNMENT OR STOP FIGHTING ALTOGETHER. But on further study there is one more, and that is: USE YOUR VAST POLITICAL POWER TO SO CHANGE GOVERNMENT THAT IT WILL NOT BE A SIDE DEPARTMENT OF BIG BUSINESS. So

far the average worker has voted blindly on partisan lines. Organized labor is now facing a new situation, and one that working alone in the industrial arena will not solve. It is time you awaken to realize this plain fact. Under the present conditions it is useless to raise huge defense funds as a war measure. Some two-by-four Corporation Lawyer—now a Judge—can by a few words defeat you, and backed by the power of the United States Government drive you back defeated and in a worse condition than when you protested.

Your industrial power has grown to such an extent that to exercise the "Strike Weapon" in many industries means but one answer—Grant your requests—but while building up this vast

power you have neglected the political power that must accompany it. Labor Organizations have spent money, tied up business that brings suffering in its business that brings sufferings in its and then on a single day in the year go blindly to the election booth and destroy all gained through economic force of years.

If recent events do not wake the working voter up, then the case is hopeless. Judging by recent events the avenue of progress through a militant industrial display is blocked by Governmental power in the hands of Organized Corporate power. Your next move must be to remove that blockade, if not altogether, then so perforate it that at least simple justice can find a way through it.

MACK.

My Salary!

The hours you spend with me, dear "Mon."
Are very few, it seems to me;
I count you, every dime apart,
My Salary! My Salary!

Ten cents a dime, ten dimes a "plunk."
To earn them is an awful grind;
I count each dime unto the end, and there—
A "dun" I find.

Oh toll, that is so poorly paid!
Oh salary, spent before we greet!
I kiss each dime, and try to find a way
To make ends meet—
Ye gods! To make ends meet!

—*Anne Alfredo Mellish, in The Kablegram.*

INDEX

The Railroad Telegrapher

Volume XXXVIII—1921

EDITORIAL.

Abolishing a Public Right.....	1393	Changed to System Divisions.....	1050
Abolition of Privilege, The.....	918	Chicago Meeting, Our.....	773
Acknowledgment, Mrs. Franklin K. Lane's	932	Church Favors Highest Wage, The.....	942
Acknowledgment from Mrs. Rawlins.....	1047	Citizenship, No Arbitration of.....	9
Acorns, Little.....	10	Cloakmakers Renew Agreements.....	940
A Few Don'ts.....	375	Closed Shop, The.....	923
After That The Soviet.....	801	Coddling, No.....	558
Agreements Negotiated.....	1151	Commercial Telegraphers, U. A., Convention	1053
Agreements Protected, Our.....	771	Commercial Telegraphers, U. A., Worthy Aims of.....	1052
Agreements Terminate.....	520	Commercial Telegraphers Meet.....	1277
Always Helped Others?.....	556	Commercial Telegraphers, Signal Victory For	925
American Federation of Labor.....	776, 783	Commercial Telegraphers' Strike.....	1181
An Appreciation.....	1282	Conference, An Inspirational.....	367
Another Convert.....	369	Conference, The Washington.....	660
Another Talk About Our Newspaper.....	542	Congratulations, We Extend.....	663
Another Victory.....	248	Consumers' Dollar, The.....	664
Anti Strike Laws at Work.....	1165	Continuous Bombardment.....	550
An Unwise Demand.....	920	Convention Notes.....	673, 676
Appeal to Organized Labor.....	1308	Convention, Our.....	517
Approaching Struggle, The.....	372	Convention, 1924.....	676
Arbitration Award Rejected.....	940	Co-Operation Requested.....	665
Arkansas, Lawlessness In.....	552	Co-Operative Clubs.....	663
Art, The Psychology of.....	374	Criminal Negligence.....	801
Aspect, The.....	365	Cummins-Esch Bill, The.....	1304
Assistance Incites Courage.....	126	Daily Press, The.....	1162
Atlanta, Birmingham & Atlantic Railroad	541, 932, 1068, 1287	Davis Warns Employers.....	668
Attitude, Labors'.....	370	Debs' Resolution, The.....	657
Australian Railroad Notes.....	1073	Devotion to Principles.....	545
A Word in Season.....	1410	Disabled Soldiers, Care of.....	912, 915
Bank, Engineers' Co-Operative.....	122	Disarm	1281
Banks, Labor.....	544	Disarmament	1077
Bank, Labors'.....	667	Disarmament or Bust.....	792
Bank, Our Co-Operative.....	785	Disinherited Conqueror, The.....	1055
Bank, Resolution of Convention.....	667	Dominion Trades and Labor Congress.....	665
Bankers on Strike.....	1070	Eliminate the Graft.....	907
Beware of Judas Iscariots.....	669	Eliminate the Middle-Man.....	949
Black and Tans in Colorado.....	1399	Employers Want Films Censored.....	917
Board of Adjustment, Railway.....	124	Establish Wage Workers' Banks.....	802
Board of Directors, Report of.....	653	Eternal Question, The.....	367
Bonus for Soldiers.....	926	Eternal Vigilance.....	126, 793
Brother McCotter Enters Political Arena.....	942	Expelled from O. R. T.....	1415
Burke Defends Rail Workers.....	1294	Failure of the Open Shop.....	923
Burke, Hon. W. J., Speaks.....	1173	Faith Opposes Fear.....	555
But a Conqueror He Is.....	1054	Farmers Protest Rates.....	1186
Canadian Developments.....	1152	Fight on Yellow Fever.....	789
Canadian Labor Department.....	915	Financial Experts.....	1087
Canadian Labor Will Refuse.....	8	First Railroad Strike, The.....	1308
Canadian Roads Settlement.....	1297	Ford Editorial, A.....	1408
Can We Hope?.....	373	Forty-Four Hour Week, The.....	787
Capital Again Pleading Poverty.....	125	Forward, Never Backward.....	667
Car Shortage, The Railroad.....	909	Framers and Frameups.....	1044

INDEX—Continued

Fraternal Compliment, A.....	926	Lies and Dignity.....	1024
Free Paper.....	549	Lincoln's Logic.....	6
Free Press and Free Speech.....	923	Little Difference.....	546
Frisco Helps Out, The.....	1049	Living Wage, A.....	1284
General Situation, The.....	1150	Local Divisions.....	656
German Workers' Academy.....	948	Look Out for Him.....	1300
Golden Prize, The.....	554	McCotter, Brother, Enters Political Arena.....	942
Government Tax Receipts.....	947	Maple Leafs Object.....	1182
Grand Division Session, The.....	655	March Steadily Forward.....	547
Grand Secretary Honored.....	1271	Men of Labor, Onward!.....	921
Great Minds—Great Ideas.....	1401	Message to All Members, A.....	654
Halt Women Workers Exploitation, To.....	942	Mexico's Advanced Labor Laws.....	659
Hand Made Unions.....	668	Millions Taken From Roads.....	559
Help North Dakota.....	1185	Missouri & North Arkansas R. R., The.....	541
Help Starving Russians.....	1385	Missouri & North Arkansas "Junked".....	929
Hocus-Focus.....	1079	Missouri-Pacific Employees' Hospital.....	1293
Honor Roll.....	1403	Modern Captain Kidds.....	375
Hour of Trouble, The.....	243	Money the Root of All Evil.....	917
Humanity.....	372	Morale Wreckers.....	371
Hyde Park Mass Meeting, A.....	1071	Mutual Benefit Members.....	661
Hydro Electric Light and Power.....	1172	Mystery of the Missing Ships.....	795
Increases in Food Prices.....	928	"Natural" Law, So-Called.....	794
Indianapolis Injunction.....	1269	New Attorney, A.....	790
Industrial Courts.....	1389	No Backward Steps.....	241
Industrial Justice.....	671	No Recurrence of Leprosy.....	911
In Father's Footsteps.....	246	Normalcy.....	1149
Insurance Against Idleness.....	5	Of No Concern to Our Lawmakers.....	783
Investigate Investigating Committees.....	790	On the Rocks.....	1188
In Whose Service.....	1388	One Hundred Per Cent.....	369
Is Famine Necessary?.....	1038	Open Shoppers Routed.....	1183
Is This Clear Enough?.....	373	O. R. T. Man Cartoonist.....	1052
Johnson, President, Improves.....	1400	O. R. T. Veterans.....	1402
Johnson, President, Stricken.....	1310	Orders for Stylus.....	1291
Johnston Protests.....	1081	Organization Needed.....	669
Joint Committee Reports.....	1068	Organize the Women Workers.....	946
Judges and Law.....	1395	Others Getting Wise.....	1067
Judges and Work.....	1279	Our Official Organ.....	908
Judicial Veto, The.....	1416	Our Speaker.....	554
Jungle Code, The.....	548	Outside Agitator.....	661
Justice for Workers.....	5	Partners.....	371
Kansas Industrial Law, Opposition to.....	946	Pennsylvania Situation.....	1030
Kill the Capper Tinchier Bill.....	933	Pennsy Defies Labor Board.....	775
Labor, A Monument of.....	4	"Pennsy" Loses Its Case.....	899
Labor, Aspirations of.....	548	Peoples' Legislative Service.....	934
Labor Board, Then and Now.....	1411	Pernicious Phrase, A.....	368
Labor and the Church.....	933	Plumb, Glenn E.....	1056
Labor Day Greeting, A.....	927	Political Blacklist, A.....	1180
Labor Department Suits Big Business.....	1061	Political Change in Alberta.....	1078
Labor Injunctions, Inequity of.....	945	Premiers Coming to Washington.....	944
Labor Movement, The.....	550	Prepare for a Serious Problem.....	127
Labor Never Loses.....	6	Printers' School.....	1048
Labor Paper, Patronize.....	7	Propaganda.....	1397
Labor, Rights of.....	7	Proving Themselves Prevaricators.....	1174
Labor Spy, The.....	1189	"Public, The".....	1210
Labor Superior to Capital.....	241	Public Defender, The.....	243
Labor Union, The.....	246	Public Ownership League, The.....	924
Lake of Tears, The.....	549	Quitting Work When Growing Old.....	793
Law and Judges, The.....	1039	Railroad Heads Differ.....	546
Law and Order.....	662	Railroad "Information".....	1041
Lehigh Valley Railroad "Union" De- feated.....	944	Railroad Operation.....	3
Lie Direct, The.....	374	Railroad Telegrapher, The.....	655

INDEX—Continued

Railroads Manipulate Figures.....	1309	Western Union Cuts.....	1163
Railroads' Plea for Help of Farmers.....	1178	West Virginia, The Situation in.....	1064
Railway Board of Adjustment.....	124	What a Dollar Will Buy.....	920
Read and Act.....	240	What Labor Day Means.....	911
Read and Understand.....	1029	When Courts Trifle With Liberty.....	916
Read, Think and Act.....	1274	Whitewashing the Facts.....	1286
Report of Board of Directors.....	653	Why Do Workmen Organize?.....	910
Resolution Adopted by A. F. of L.....	784	Why Is Money Tight?.....	799
Revises Censorship.....	922	Work of Labor Press, The.....	788
Revolution and Democracy.....	540	World War on Islam, The.....	927
Right Spirit, The.....	244	Wrath to Come, The.....	1306
Right to Strike, The.....	368	Writers for the Press.....	1275
Right to Strike, a Natural Right.....	1409	Yellow Dog.....	658
Rudderless Ship, The.....	557	Yesterday and Today.....	245
Safe Standard, A.....	551		
Says The Wall Street Journal.....	1177		
"Seeing Ghosts".....	8		
Self Control.....	557		
Senator Newberry's Case.....	948		
Sham Patriots.....	783		
Sitting on a Volcano.....	555		
Square Deal, A.....	370		
Stand By the O. R. T.....	546		
Stand Pat.....	551		
Statistics Juggled.....	789		
Stop, Read and Think.....	3		
Stop Thief.....	1301		
Strike Averted.....	1266		
System Divisions, Changed to.....	1050		
Tacoma's Union Creamery.....	947		
Talk for Yourselves.....	1043		
Thanksgiving.....	1265		
The Truth of Railroad Profits.....	1404		
There Are No "Open Shops".....	943		
Three Big Days.....	1184		
To End Wars.....	1035		
Trying to Settle Coal Strike.....	943		
Two Plans.....	366		
Two Thousand Years Ago.....	659		
Union Baby, A.....	1164		
Union Forever, The.....	242		
Unionism Means Manhood.....	4		
Unionism Our Defense.....	1384		
Unions Here to Stay.....	242		
United Mine Workers' Convention.....	949		
United States Mail.....	901, 907		
United We Stand.....	666		
Use Your Head.....	1046		
Velvet Glove Conceals Iron Fist.....	1051		
Wage Earners, Help Other.....	244		
Wage Reductions.....	121		
Wage Reduction, Extension of.....	774		
Wages Advanced Slowly.....	125		
Wages and Prices.....	1160, 1272		
Wages in 1890 and Now.....	1283		
Wages, Labor and Prices.....	1386		
Wages vs. Rates.....	897		
Wake Up, Wage Earners, Wake Up!.....	900		
Wants More Power.....	791		
Washington Weekly, The.....	656		
Watch Your Lawmakers.....	666		
We Are Prepared.....	556		
We Must Be Alert.....	657		

DECISIONS OF BOARD, INTERPRETATIONS AND APPLICATION OF SUPPLEMENTS.

Application of Decision No. 2.....	11
Application of Supplement No. 13.....	247
Decision 119.....	524
Decision 147 (Docket 353).....	670
Decision 221 (Docket 264) C. G. W. R. R. 941	
Decision No. 299 (Docket 845) Strikes.....	1413
Decision 302 (Docket 364) O. R. T. vs. Denver Union Terminal Co.....	1420
Interpretation No. 4 to Decision 119.....	771
Los Angeles and Salt Lake R. R. Co. vs. Order of Railroad Telegraphers.....	1292
Memorandum In Re Docket 845, on Threatened Strike.....	1411
New York Central vs. Telegraphers.....	12
P. R. R., West, Telegraphers.....	13
Southern R. R. vs. Telegraphers.....	14

BRIEFLETS.

Briefs	16-31, 132-140, 249-57, 376-88, 560-73, 677-92, 807-21, 950-66, 1084-97, 1196-1212, 1312-32, 1422-41
--------------	--

PERSONAL MENTION.

Personal Mention.....	32-35, 141-43, 258-61, 390-91, 574-76, 693-95, 823-25, 967-69, 1098-1100, 1213-14, 1333-34, 1442-43
-----------------------	---

LADIES' AUXILIARY.

Ladies' Auxiliary.....	36-37, 144-145, 262-63, 389, 578-79, 696-97, 826-27, 970-71, 1101-03, 1215-17, 1335-37, 1444-47
------------------------	---

VIEWPOINT.

Viewpoint	42-48, 148-50, 266-73, 394-401, 584-93, 702-05, 832-41, 976-89, 1108-23 1222-38, 1342-50, 1452-64
-----------------	---

FRATERNAL.

Fraternal 51-119, 151-235, 274-363, 404-503, 594-650, 706-69, 842-83, 992-1026, 1126-40, 1240-63, 1352-80, 1465-97	
--	--

INDEX—Continued

PHOTOS.

Anderson, J. W.....	526
Bode, Joseph B.....	238
Board of Directors: B. E. Nason, W. P. Hutchinson, J. F. Miller, G. E. Soy- ster, H. G. Alexander.....	530
Brown, W. T.....	520
Chadwick, John Walter.....	1164
Delegates:	
N. Y., N. H. & H. R. R., Div. 29 at Savannah Convention.....	1148
Philadelphia & Reading Ry. at Savan- nah Convention.....	770
Chicago, Burlington & Quincy R. R. at Savannah Convention.....	1382
Lehigh Valley Railway at Savannah Convention	1264
Southern Pacific Railway at Savannah Convention	1028

Division No. 17, O. R. T., Savannah, Ga., May, 1921.....	896
Dermody, J. J.....	524
Eddy, L. M.....	525
Electrotype of letter, dated May 13, 1886, concerning organization of O. R. T.—Frontispiece January issue.	
General Offices, O. R. T., Missouri State Life Bldg., St. Louis.....	236
Manion, E. J.....	518
Meln, J. M.....	523
Perham, H. B.....	529
Pierson, Thos. M.....	521
Ramsay, D. G.....	528
Rawlins, Charles Bernard.....	519
Robertson, G. D.....	522
Ross, Leonard J.....	527

SPECIAL ISSUE, JUNE, PROCEEDINGS SAVANNAH 1921 CONVENTION,
Pages 1 to 368, inclusive.

Read and Subscribe

If you read the following article and act on the advice it contains it will cost you just \$1.50. But it will be the best investment you ever made.

Every indication points to the fact that the new year is to be one of tremendously important developments.

This applies with especial force to the workers, who are faced with a situation that, conservatively stated, is of such serious import that it cannot safely be ignored.

Organized greed seems determined to force labor as far back as possible. It hopes to accomplish this at this time because the economic situation is favorable to their campaign. Of more importance, however, is the disordered and confused state of the popular mind. The public has been so fed up on propaganda that it seems entirely unable to approach questions that concern workers from any angle other than that of those who are trying to subjugate them.

This journal has in the past had considerable to say about LABOR, the official Washington newspaper of the 16 standard organizations of railway employees, and is again impelled to bring to the attention of its readers the great service being rendered by that publication in correcting the biased state of mind that has been formed by hostile propagandists.

LABOR is each week fighting valiantly against the haters and baiters of workers, giving to its readers the information they must have if they are to successfully compete with those who are working against their cause.

This publication is published without profit, accepts no advertising and is, therefore, absolutely free to tell the truth. It knows no cause but that of the toilers. It is not subject to any influence but that of justice and truth. It is the workers' own paper, just as much as the clothes they wear are their own clothes.

Recently one of the transportation brotherhoods subscribed for its entire membership in the United States and Canada. Thousands of members of other crafts and many non-workers are reading LABOR. It is doing an inestimably valuable service, but its work is limited by its circulation. It should have a million readers—it should, indeed, be read by every member of organized labor, for his own benefit.

May we suggest that you start the New Year right by subscribing for LABOR—your paper? It will keep you posted on events as they happen. It will furnish you the correct slant on labor matters. It will expose those who seek unfair advantage at the expense of the workers. It will assist you to a better understanding of your own problems and how to meet them.

You have been contributing your money to papers that lie about and abuse you. Why not try helping your own paper and thus increase its hitting power? The subscription price to telegraphers is \$1.50 per year.



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

Grand Division.

The year 1921 was full of vicissitudes for the Organized Labor Movement.

Never before have the lines of demarcation been so clearly drawn between the friends and enemies of Labor.

Let us, here and now, resolve to co-ordinate our efforts during 1922 to the end for which we strive—to bring to the worker his just recompense, for "the laborer is worthy of his hire".

Yours in S. O. & D.,

Grand Secretary and Treasurer.

C., St. P., M. & O. Ry., Div. 4.

Eastern Division—

As this is written we appear to be entering another battle against a reduction in our rates of pay. In line with the general movement of all railroads in the country, the Omaha served notice on our General Committee of their desire to revise the wage scale. When the committee met the General Manager, they were confronted with a proposal to reduce the rates seven cents per hour. The committee countered with a proposition to increase the present wage scale by \$85,000 per year. This sum to be spread so as to equalize the rates of the different positions. The distribution to be made by the representatives of the company and the General Committee. It is hard to tell what the future holds in store for us but we can rest assured that with a solid organization we will be prepared to meet any emergency which may arise.

In order to perfect the work of the organization on the Eastern Division, a complete local organization has been effected by the appointment of Bro. J. F. Tracy at Altoona as secretary of the Local Committee. The Local Committee now consists of W. J. Liddane, local chairman; T. F. Hurst and M. J. Harpold, assistant local chairmen, and J. F. Tracy, secretary. This is the quartet which will strive to lighten the burden for the members and point out to the nons and delinquents the error of their ways.

In paying dues at the beginning of the year members who can do so should take out annual cards. This means a saving financially to the division and lightens the work of the G. S. & T. The annual card itself is a very artistic piece of work and will be a source of pride to every member carrying one. There is of course absolutely nothing compulsory about paying dues for a year instead of six months, but those who can afford to do so are assisting in expediting the work of the division.

W. J. LIDDANE, General Chairman.

Western Division—

Sister Florence Carlson, of Bigelow, is away on sixty days' leave visiting her parents and relatives in Wisconsin.

Our loyal local chairman, Bro. D. O. Tenney, has resumed his duties on first trick at Mankato after having had a good rest. We are all pleased to see him on the job again and hope he will be able to remain with us indefinitely.

Sister J. M. Montour is off on sixty days' leave, fixing up her new home at St. James.

We have only three members on the delinquent list east of St. James and hope to have them lined up before the close of the year. There are but three or four in the same list west of St. James. What their

idea in becoming delinquent, is beyond our comprehension. Let's all do our best to show a solid membership before January 1st, 1922.

Bro. O. S. Mann has been appointed assistant local chairman for the territory west of Mountain Lake; Bro. G. W. Martin, assistant local chairman east of St. James, and Bro. B. J. Funk, local secretary for the entire division. With the assistance of the above brothers we should be able to keep our division up to the 100 per cent standard at all times.

Bro. P. W. Maynard and Sister D. I. Lunell, of Org., are off on vacation.

Sister Severson relieved Bro. G. H. Schnelderhan at Savage while George was visiting the North woods in quest of a venison steak. He was lucky enough to down a nice young buck which was generously shared by his friends.

Bro. S. A. Sorenson, of Sioux Falls, has been appointed agent at St. James, Minn., one of the best paying positions on the division. We congratulate Bro. Sorenson on his promotion, and wish him the greatest of success. Shake, Sid, old boy. CERT. 2.

Nebraska Division—

Brothers, the semi-annual dues are payable now. Let us all pay up promptly, and urge any delinquents you may come in touch with to get lined up. And work on the couple of nobs we have. Kindly send any local news to the local chairman, and help him out in giving us a write-up. CERT. 116.

Canadian Pacific Ry., Div. 7.

All Members in British Columbia—

Indications point to a Provincial election within the next year, and I want to call the attention of all members the result of the vote on the 8-hour day taken in the Provincial House November 24th, last.

A bill to limit the hours of labor to eight in any one day in certain industries in British Columbia was introduced by Major R. J. Burde, independent member for Alberni. This bill was defeated by a vote of 24 to 15.

Those who voted in favor of the bill were: Burde, Uphill, Neelands, Hanes, Guthrie, Esling, Ian Mackenzie, Sloan, McRae, Hinchcliffe, Perry, Kergin, Sutherland, Duncan and Menzies.

Against the bill: Oliver, Farris, King, K. C. Macdonald, Yorkston, Paterson, Pattullo, Hart, Barrow, Whiteside, Pauline, Anderson, Buckham, Jones, Bowser, Ramsay, Hunter, W. A. McKenzie, Lister, Pooley, Clearhue, A. McDonald, Catherwood and Pearson.

Hon. Mrs. Smith was "sick" when this vote was taken, and we have no record of how she would have voted, but there seems no doubt but that she would have been against the bill.

Whiteside (New Westminster) while voting against the bill stated during the debate "while sympathizing with labor, did not think it expedient to pass the bill at the present time." He also expressed the opinion that many Orientals were employed in lumber mills when they might be replaced by white men, and he thought the business men should wake up to their responsibilities in this matter.

Here we have the record of both Premier Oliver and the leader of the Opposition, W. J. Bowser voting against labor, and indicates very clearly where they stand regardless of "party."

I would ask all members just to remember how each voted on the only labor bill introduced, and when next voting time comes around line up your friends and vote for our friends. Don't forget that when it came to a showdown that the leaders dropped "party" and voted against us.

F. D. PELKEY, Local Chairman.

Philadelphia & Reading Ry., Div. 10.

Shamokin Division—

There is a little paper published in Washington, D. C., which every member of this organization is a part owner of, and yet I meet members every day who do not subscribe to it.

Now that seems very funny that a man who is a part owner of such a good and reliable paper as this little paper is, and then to find men who help own it are not subscribing for it.

This paper is published solely for the purpose of giving the laboring class of people a chance to place before the public their side of all labor disputes and to keep them informed as to the actions of their representatives in the United States Congress, and I think that every man who has the interest of the labor movement at heart should be a reader of "Labor," and not only a reader but also a boomer for it.

Let us see how many subscriptions each member on System Division 10 can turn in to the general chairman within the next six or eight weeks.

We understand that Bro. H. T. Maroney missed the last meeting at West Milton on account of his being engaged in the manufacture of sauerkraut. Pat, we are anxiously awaiting an invitation out to an old-time sauerkraut dinner.

It was decided at the last meeting to hold a meeting at White Deer some time in the near future along White Deer creek, and give Bro. Herman "Red" Lundy a special invitation to attend, as that would give him a chance to explore this river to ascertain its value as a fishing stream.

H. R. CLARK.

Canadian Government Rys., Div. 11.

All Telegraphers—St. John, N. B., to Halifax, N. S., and Branch Lines—

As winter approaches, it finds a large number of our members out of work, with the prospects of obtaining any very poor unless we can do something to help them.

On some of the districts regular men are being allowed and are willingly taking an additional one or two weeks to help give employment to those men who are on the spare lists.

The railways are agreeable to this provided the spare men work for the same salary as the men relieved and no time is charged in making transfers.

Any of you who desire to help out our unemployed brothers should notify your superintendent or chief dispatcher so that relief can be arranged.

Wishing you all a Happy, Prosperous New Year.
Yours fraternally,

W. P. HUTCHINSON, Local Chairman.

Smithers Division—

Brothers, I hope you will not take it that this small write-up is the result of a New Year's resolution, for to be honest about it, our division has not been reported quite as regularly as it ought. However, I trust that the circular letters which you have from time to time received will have the effect of excusing the omission.

First, here's wishing you all a very happy and prosperous New Year.

The past year has, in many respects, been an eventful one, and indications point to 1922 being still more so.

It is a matter of congratulation that with the hard times and excessively high cost of living through which we have passed that our division is, with three exceptions, solid O. R. T.

Several who have for various reasons excused themselves during the past, have now lined up, and we must not allow the delinquents and hard crusts (complete list of names will be published all members every month, commencing February 1st) to have any consideration until they also assist in the expense of obtaining and holding which our organization has so far been successful in obtaining for us.

The year which is now ahead of us promises to keep our hands full for a short time, at least, as it appears pretty nearly sure that your committee will be called in for a settlement of schedule and permanent ratings, so that now if ever, it is up to us to get and keep lined up solid, for only in unity is there strength.

Do not forget to mail your local chairman copy of your bid so he can protect your interests, and you may get what your seniority entitles you to.

And as a last word: Do what the company pays you for, the best you know how; live

up to the rules and schedule, both, and do not let January go by without sending in your dues, and if possible make it an annual, thereby avoiding a certain amount of unnecessary work.

GEO. C. BLUNDELL, Cert. 2202.

**Atlantic Coast Line R. R., Div. 15.
*Montgomery District—***

A very interesting meeting was held in City Hall, Dothan, Ala., on December 9th, same being conducted by Bro. Williams, G. S. & T., and Bro. Bollick, general chairman. Some very important matters were discussed and a large crowd attended the meeting, everybody reporting a very enjoyable time. A full report of this meeting will appear in the next issue of THE RAILROAD TELEGRAPHER.

Brothers, remember it will soon be time to pay up your dues and remit for new cards. Do not overlook this important matter, and let every member remit promptly. We have an "Annual Card Drive" on. On the Montgomery District it will not cost you one penny more to get an annual card, and everybody that possibly can should do this and help make the Montgomery District one among them for annual cards. Get one for a New Year's gift.

We still have a few delinquents and a non or two on our district. Keep behind them and do not let them rest until they get up to date. Remember our motto, "No card, no favors."

Some of the members should take more interest in the meetings that are being held, as there are several who never think about attending one of these meetings. Wake up and attend some of them. They will do you more good than most anything, and I'm sure they will do you no harm. We need to hold more of them, and the members must line up better and attend these meetings.

Bro. Fuller, formerly of Pine Park, reinstated, bid in Gordon agency; Bro. Brown Gordon, out of the service.

First trick Dothan bid in by Bro. Horrace, leaving second trick Dothan on bulletin.

Bro. Adams, agent Donalsonville, on sick list, being relieved by Bro. Wright on first trick, and he by Adams on second trick Bainbridge, and he by Bro. Hawkins, extra.

Bro. Kirkland, third Donalsonville, off sick, being relieved by Bro. Hays, extra.

Second and third tricks Bainbridge, on bulletin, being worked by Bro. Hays on third and Bro. Fuller on second, latter by Bro. Hawkins on second.

Bro. Hardwick, Faceville, attending court at Bainbridge, being relieved by Bro. Hays.

Brothers, send in all the news items you can scrape up and we will try and have a nice write-up, but it will be necessary for the men to send in some news items to keep it going.

R. E. STOKES, L. C.

Pennsylvania R. R., Div. 17.

Logansport Division—

Go to Greenfielder Brothers, 315 Market street, for union made clothing—everything from a shoe string to a suit of clothes. A large union membership card is in the show window.

Julius Lienemann's little tailor shop, 321 Third street, for union made-to-order suits of clothes and overcoats.

Parker's restaurant, East Market street, is the union cook shop of Logansport. When you're hungry and in the city, remember Parker. Tell him you are a union man and came there for a feed, and he will give you something special.

The Murdock Hotel, West Broadway, is now the union man's headquarters. When you are hungry, or want to crawl in the hay, stop at the Murdock.

Trades and Labor Assembly invites every laboring man with a union card to attend their meetings every Tuesday evening at 8 o'clock. Attend theft meetings. You will be welcome and much interested.

Really what a rattling time we have all been having trying to keep old man capital from stealing our clothes off our backs. No doubt the reason he wants them is because so many of them do not bear the union label, for he wants nothing with the union label. And if some of us just keep on a while longer placing disgrace upon the face of that up-to-date grand old O. R. T. card you love so well, by having it in a scab made card case, in the pocket of a scab sweat shop suit of clothes, mingling with a half dozen scab cigars or smoking tobacco in the same pocket, wearing Hansen gloves and Stetson hats, eating Post Toasties and Grape Nuts, yelling at the top of our voice, "in union there is strength," while dreaming of the next issue of the Saturday Evening Post or some of the other hundreds of non-union papers and books, you may just that long expect to continue to pass through every so often just such sieges as we have come through during the past year.

When the laboring man, whether he be a union man or not, takes his union earned rate of pay and purchases goods without the union label, he is just donating a certain per cent of that money to some more unfair capitalist to buy some more ammunition to shoot himself some more with. And during the past year it seems the laboring man and his family have felt the sting and torture of a number of those bullets no doubt he himself helped to buy.

As Barnum one time said: "How much longer can the American people be fooled?" After the strong man in the side show had displayed his strength by placing a huge ball marked 1000 pounds in the palm of his hand and held it at arm's length, his eyes nearly popping out of his head, while his

great muscles fairly quivered under the mammoth weight, then letting it to the ground, walked away while the crowd gasped, in astonishment, and several women fainted. At that moment a little fox terrier dog ran by, grabbing the ball, packing it away, it being rubber inflated with air.

Read "*Labor*" and you will soon have the same thought that Barnum did.

During the month of November I mailed a list of about 175 names of operators, agents and levermen of the Logansport Division to "*Labor*," at Washington, and requested a copy of two issues mailed to each man, and only hope it had the effect to induce a number of the men to subscribe for "*Labor*," as no doubt at the present time it has the largest circulation of any labor paper in the United States. "*Labor*" is published for the interest of each and every laboring man, and what you read in "*Labor*" you can read with the assurance of it being number one plain facts, as they will print only what they know to be genuine truth. For, as you can judge, if "*Labor*" contained one article against capital which had no foundation, how quick capital would grasp the editor by the throat and choke his wind off.

By the time this writing is delivered to you in the journal, it will be time that every member should have his dues paid for at least six months, if not a year, in advance. Also what few non-members there are left, we wish would not hang back like a bashful boy at a taffy pulling, but join the grand army of O. R. T. members.

After the first of the year initiation fee into the O. R. T. will be \$10. This includes both the new members joining the Order, and also the member who allows himself to become delinquent over the sixty-day limit. The dues in the Order to paid up members will remain the same as before, so long as they do not become delinquent. At any rate, by the first of the year we will hope for the one hundred per cent paid up membership on the Logansport Division.

In the meantime, dwell on these few words a minute, and change that old adage a little about "Together we stand, divided we fall," and make it read something like this, "Together we stick, divided we're stuck," which would seem to me to cover the ground during the past year pretty much.

However, we know experience is the best teacher, and during the past year we have been having the real old genuine honest to goodness unadulterated experience. And like the soldiers of the late war, we have come out well supplied with concrete knowledge of how it was done, and how it should have been done. At any rate, we have come through a little tattered and torn, but no battle was ever won without a little dis-

figurement, and may we go marching on to the end of time, "for where else would we go," as our old frames will weather yet many a storm. Where we may have lost, we will gain.

Read "*Labor*," be a paid up member in the union of your craft. Just before election day study the men placed upon the ballot on first-hand information secured through "*Labor*," then form your own opinion who the men are who favor union labor, and vote for them regardless of that old foggy thought of politics, for politics don't go very far any more, in fact it's going to become extinct. I used to be a ———, but now I claim no politics. I vote for the man who has proven in the past he stands for labor. No matter if he be a Democrat, Socialist, Populist, or a Whig; if he proves clear he stands for labor.

As our dear old pal McAdoo did, of whom we dream sweet day dreams, then he should stand for me and every laboring man in America who has to earn his bread, "with no beer," by the sweat of his brow.

The Pennsylvania Railroad Company have in a way separated, their records of the agents and telegraphers, placing them in two departments. Yet as the agents on the company's ballot helped to elect me as their chairman, with Britton as their committee-man to represent them, I stand ready at any time to take up any grievance for the agents, as well as the telegraphers and leverman, and handle such grievances through the regular channel to bring about right and justice.

"GO 50-50." No law or rule ever conceived under the American, shining sun has ever been able to trample down those good old figures, "50-50." Again those figures remind me of our good old pals, McAdoo and Wilson, of days gone by.

And until a man dies he never becomes so great. Then when the allotted time of those two brother men arrives later on, and they pass to that great beyond, the records of past labor history will be opened, and again the laboring world will moan as it never moaned before.

Even, seemingly, the bells of far-off Scotland, from whence my grandparents came, will also join in the tolling and chime to the time of march while the toilers of the earth dream back to Woody and McDo.

A. O. NETHERCUTT, L. C.

Pittsburgh Division, Lines East—

In my last article to this department for the information of the employees of this division, I announced that on January 1st, 1922, I would be compelled to hand the chairmanship over to another. At the earnest request of my associates on the General Committee, and the operators of the division I have concluded to remain until some other

brother can be developed to take up the reins. I have in mind several who have the raw material to make a good chairman, and later will ask that they consider it. From experience I will say, "It does not require a brilliant man, but one who is honest with himself, and those who entrust him to handle their business for them, and at the same time not afraid of work." These are the basic qualifications needed.

I regret to say that the silent and mysterious reaper—Death—has made sad inroads on some of our oldest operators. Within three weeks three of them have been called from among us—Wilson E. Pry, David J. Berlin and Null M. Suter. Through neglect the two former brothers permitted their dues and assessments to drop. This must not occur again, when an unfortunate brother is stricken and he ceases to be a wage earner on one hand and increased medical expenses on the other it will be a duty to make some arrangements whereby his dues and assessments can be protected. If it is their final illness his beneficiaries can receive the benefits of membership in the O. R. T., and if they recover they will be in position to pay their dues up again.

The following from Mrs. W. E. Pry to employees Pittsburgh Division:

As I can not thank you each personally, I wish to take advantage of the columns of THE RAILROAD TELEGRAPHER to thank the telegraphers and other employees who so generously responded in the making of a purse for Mr. Pry and who stood by and assisted in his long illness and final end.

Mrs. W. E. PRY.

The railroad situation has once more quieted down, at least temporary. A strike has not been averted, but postponed. The United States Railroad Labor Board that seemed to lack any power to compel defiant managements to comply with their decisions seem to have developed unseen power when the employees were in the dock. In fact the comparison has, to say the least, an unhealthy appearance. As it stands at the present writing it seems the policy is the mailed fist for the employee and the velvet hand for the employer. They have announced "Any group or organization of employees who will defy the decisions of this Board will be in contempt, and receive no further consideration from this Board until they remove that contempt." As there are several railroad managements who have not only openly defied and still continue to defy the decisions it would be well to watch and see if the managements will be in the same contempt when making further appeals to this same United States Railroad Labor Board. If one class is in contempt, then the law should apply both ways. Let us see if it will.

The time for the payment of dues is again with us, and I trust it will not be necessary for the members to receive further notice than that issued by the General Secretary and Treasurer. To fight your struggles is impossible without funds, and if you give it a little consideration you will see that the investment you make in a group to protect your industrial interests from the powers of "greed" is the best investment you ever made. To let others carry your burden is based on selfishness. Your committee spurned the feature of the "plan" whereby the corporation would pay your selected committees expenses. It is an old saying and one only too true: "He who pays the fiddler calls the tune," and in this great industrial struggle I am sure you don't want anything of that nature. I would further suggest that each member make an effort to pay his dues annually, and receive an annual card. You will find it just as easy, and a benefit to yourselves, and assist the clerical work and expenses of your division. Read your TELEGRAPHER and have others do same.

J. H. McGRAIL, Local Chairman.

N. Y. C. & St. L. R. R., Div. 13.

As a means of interesting the membership in the work of lining up the nons and thereby assisting the officers of the division we have decided to offer prizes, as was explained to you in the circular letter of the General Secretary and Treasurer of December 5th.

We hope that every member of this division will take this letter to heart, will pay his dues promptly (if possible secure an annual card) and at once appoint himself as a committee of one to interview any of the nons who may at this time be within reach of him, or who may hereafter come into his territory. Brothers, you owe it to yourself, and to your Order to take at least that much interest in the welfare of your grand old Order, which has stood the test and weathered the terrific storms of those past 35 years and today stands out as a shining light and hope and refuge of the men in the station and telegraph service.

Frequently I visit a station where an extra operator is working, and after asking the agent or operator on duty as to whether this new man is a member, am greeted with the reply, "I don't know, I haven't asked him." Now, brothers, this is the wrong spirit; it does not show the proper interest in your organization. I am sure that you are a member of the Order because you believe in it, and believing in it you ought to think it, act it, and preach it at every opportunity, and no sooner should a new man reach your station than you should immediately ascertain whether he is a member or not, and if not when he proposes getting in line. It is not necessary for you to abuse him if he does not belong, but you ought to let

him know in a nice way that you are a member of the Order, that the schedule under which he is working has been made by the O. R. T. and that almost 100 per cent of his fellow workers are members of the O. R. T. on this line, and that the fellow who refuses to get in line and pay his share of the expense necessary to secure and maintain those benefits certainly cannot expect to gain the respect and confidence of his fellow workers.

In this present day, when the imperialistic hordes of capital are banding themselves together in the strongest kinds of unions, spending millions of dollars to fight the laboring man and to grind him down into subjection. When they are so bold and brazen to have the audacity to even defile the great name "America" by using it as an advertising medium to hoodwink the great mass of the American people by referring to it as their American Plan or Open Shop policy; under that plan the union men are soon weeded out, and in their place is established the plan of each employe having to deal individually with his employer, and thereby be forced back into the conditions from which the O. R. T. and other organizations rescued him some 35 or 40 years ago. With such a picture as this before us daily, it seems almost impossible to believe that any laboring man with one ounce of sense could sit idly by in such a crisis as this and be so indifferent as to refuse to get in line and band himself together with his fellow workers in the army which is giving battle to those hordes of hungry money mungers, and the result of which cannot help but affect him just as much one way or the other as it will his fellow workers who are fighting the battle. He knows it will just as well as you do, but he is willing to take the chance, hoping that you and his other fellow workers will be able to stem the tide; that he will gain as much as you do and come out of the fray still clinging to his few filthy dollars that he might have spent in dues.

Brothers, such a man has no place in the society of men, and unless he is willing to get in line and help do his bit in the fight which labor is waging for its rights, and his rights, he ought to be shunned by his fellow workers as you would shun a snake. He is too low to be permitted to mingle with men.

We are mailing you a list showing the employes on your division who are not members of the Order, and who are deriving benefits under the agreement for which you are paying. We urge you to make it a point to talk with any of those men with whom you come in contact, reason things out to them, do all within your power by sane reason and logic to convince them of the error of their ways, and if you fail to induce them to change their ways and become men among men, report the matter with full particulars to me, and we will then decide upon further

action to be taken in each individual case. Let us all pull together with a strong and persistent pull, and see if we cannot soon eradicate the animal known as the hard shell non from the N. K. P.

F. F. COWLEY, G. C.

M., K. & T. Ry., Div. 22.

St. Louis District—

As we have not had a write-up for several months I will try and give you some of the happenings along the line, however it seems to be a hard matter to get the assistance of many of the brothers.

I am sure that most everyone read the letter from Bro. Thompson in the November issue of the journal, and I feel that we would have better results in some of our cases if there were more of us that had the nerve to "call the hands" of those who "put out" propaganda when they know not of what they are talking.

Bro. Peyton, our local chairman, has been out on the line for several days, and reports a number of new members. These I will try and give you in the next issue of the journal, as I understand we have only two or three nons left on this district, and everyone should know who they are and should treat them as a non should be treated. If you don't know who they are, call on Bro. Peyton or myself and we will be glad to let you have their names.

Bro. Hard is back on the job at Outer Depot after several weeks' sickness, relieved by Bro. Clay, who at this time is relieving Freeman, third North Jefferson. Bro. Sommers, Outer Depot, who sprained his ankle recently, was relieved by Bro. McCreery, is back on the job.

We are very sorry to announce the sudden death of Bro. W. C. Groos, agent, St. Charles. Bro. Groos has been in the service of the Katy for about 23 years and was liked by all his fellow workers. A nice wreath was given by the employes on the St. Louis Division. We extend our heartfelt sympathy to his family.

There was a joint meeting held at Higbee on Dec. 4th with the C. & A. and M., K. & T. operators and agents. There was a number present, however, not as many M., K. & T. men as C. & A. We would have liked to have had more Katy boys present. There was some very interesting points brought out. It is my understanding there will be another meeting held there within the near future and we want to get as many Katy boys to attend as can possibly make arrangements to get off.

There is a special inducement offered to those who wish to secure annual cards for 1932, a saving of two dollars, while there was several annual cards on the St. Louis District for 1921, I feel there will be a larger number this year, and please remem-

ber if you have not already done so, pay your dues at once and do not be delinquent.

Let everyone of us start the New Year by making the resolution that we will give the company eight hours work for eight hours pay. By doing this we will be able to show the management what kind of material we are made of. Drop me a line with as much news as possible so we may have a nice write-up each month.

Remember our motto. "No card, no favors."
"NY."

C., M. & St. P. Ry., Div 23

Wisconsin Valley Division—

The local meeting held at Minocqua, December 11th, was successfully put forth. Through the efforts of Local Chairman West, the services of General Chairman Kearby and Bros. Derrickson, Millaird and Potter were secured. The chief discussions of the day consisted of "The concerted drive and spread of Wall Street propaganda"; "The strike call, its outcome and withdrawal" and of "Our co-operation with the five transportation organizations". These gentlemen took every opportunity to convey the true situation and outlook to date. They were frank in admonishing to be keen, alert, and mindful of our duty as an organization.

Consider it all of you. Where would we get if we relinquish our interest now? Without our own backing, without true and unlimited vigilance can we maintain our line; can we thwart the efforts of the propagandists? Now is the time we must double our efforts to put the farmer, the little businessman, and our neighbor right on this "bugaboo"; highly paid railroad wages.

Nineteen absent members was not an encouraging outlook to those who took the trouble to be present. It is needless to say our visiting brothers, as well as every member present felt this deeply. And why shouldn't they? Didn't they give up their pleasures of the day to this errand of duty? Only to find 19, over half, who felt no need, no interest in coming. Bro. West had issued each and everyone a personal invitation and he anticipated its fulfillment. He spends a great deal of his own time preparing these meetings for your benefit. Express your appreciation by being present; negligence is weakening to the welfare of these meetings. It is not a matter or desire of reproachment, but let's hope those chronic "stay-at-homes" and others so inclined, will dispense with that Rip-Van-Winkle feeling and be among those present in the future. I thank you.

CERT. 992.

Several months have passed since any write-up or news items have appeared in the Journal from this division. Through the courtesy of the Editor of THE RAILWAY TELEGRAPHER, permission has been granted

to appoint Bro. F. P. Blanchfield, 657 Tenth Avenue, South Wisconsin Rapids, Wis., as correspondent for this division, and I am sure we will be favored with some interesting items in the future.

I wish to thank the brothers for the interest they have shown during the past year in the O. R. T. work and I sincerely hope they will show the same enthusiasm during 1922.

I believe that it would not be out of place at this time to ask each member to stop and ask himself if he is a real honest to goodness O. R. T. member or simply one in name only. Have you showed the proper amount of enthusiasm during the past year, and have you determined to do more than simply pay your dues during the coming year? It is time that each and every member begin to show their colors, and begin to think, act, and protect their interests. It is not necessary to call your attention to the serious crisis through which organized railroad labor recently passed, but is there one who will deny that we will be face to face with the same proposition if we allow ourselves to swaver? You can't afford to lag. It's high time that we begin to take more interest in this good old O. R. T. The bread and butter that we are providing for the wives and kiddies depends upon the success of organized labor.

Abolish our present schedule and go back to where the members were fifteen years ago and I wonder how many of the members and also the nons would begin to show a more active interest in the O. R. T.

Take away your seniority rights and what kind of a job would you have? It is safe to say that many of the members would be handed a pretty sad Xmas present.

Division 23 is fortunate in being represented by officers who are real men, men who have the interest of the entire membership at heart and we can all feel assured they will take care of our interest to the very best of their ability.

Brothers, let's wake up to the mighty task before us, and as suggested before, think, act and talk. Every up-to-date member is a stockholder in the O. R. T.; every non a bloodsucker. Are you going to allow the bloodsuckers to take the fruit of your labor and live on the fat of your endeavors? Remember, "United we stand, divided we fail."

I sincerely wish each and every member a prosperous New Year.

F. C. West, L. C. Cert. 637.

Wabash Ry., Div. 26.

Moberly Division—

Bro. D. H. Sweeney, Macon, elected local chairman. Let's all get together and make Division 26 a live one, he, with our co-operation, can and will show results that will make this division 100 per cent. We

have a live one as local chairman, now let's do our part and let him have 100 per cent co-operation. Send him your news items and let's get Relief-Operator C. Baldwin, relieving Bro. H. G. West, agent Queen City, who has been sick for last two months.

Bro. E. E. Hastings relieved Bro. R. G. Blanton, Moulton Tower second, who bid in third at Gilmora.

Bro. G. E. Games, third Foristell, bid in second trick Moulton.

Bro. E. E. Hastings relieved Bro. J. G. West, first Moulton, few days, while attending Shrine meeting at Moberly.

Relief-Operator P. R. Dewa relieved Bro. Lister, agent Udell, while he was looking over agency at Ferguson. However, Blondy is now back at Udell.

Relief Bro. E. E. Hastings relieved Bro. Cousins, third trick Moravia Tower, three days.

Relief Bro. Hastings relieved Bro. J. O. Hardin Tracy for few days.

Division 26 in the O. R. T. Journal once more; pep is all we need. CERT. 724.

D., L. & W. R. R., Div. 30.

Scranton Division—

Bro. Nace, who has been confined to the hospital for some time with an affection of the leg was recently discharged, but is unable to resume duty as yet. Latest reports are that he is not getting along as well as expected when discharged from the hospital. A very substantial collection was taken up by General Chairman Barley to assist Bro. Nace who has been confined for several months.

Bro. Machyousky recently assigned to position at Ithaca. Bro. Finan of Nay Aug Tower assigned to position at Pittston, vacated by Bro. Machyousky, and Bro. Paradise, second Gravel Place, assigned to Nay Aug Tower in place of Bro. Finan. Gravel Place Tower second trick up for bid. A good, lively job for any brother who loves lots of work. Semi-annual dues are now due and payable anytime within sixty days. Let every brother hasten to get an up-to-date card and thereby enable our general chairman to render a hundred per cent report.

CERT. 589.

Mo. Pacific R. R., Div. 31.

Illinois Division—

Merry Christmas and Happy New Year to each. At this time of the year we find the Illinois Division with 102 employees, eighty-two members fully paid up, eleven non members, three delinquents for past year, six for last period of 1921. The delinquents are located at Murphysboro, Gorham, Hermin Tower, Modoc, balance on extra board. Names given on request. Six of the non members are working regular positions, and no reason why they should not come in and assist in the fight that confronts us.

I am figuring strong on all brothers that are now up-to-date to pay their dues for first period 1922 promptly, and make it an annual, if possible.

The year 1921 has been one full of reductions in force and also wages. It is very plainly seen that had it not been for our organization we would of lost 20 or 30 per cent more in wages than we did. With the fight still on, this is no time for gold brickers and slackers in our ranks.

I have repeatedly requested the co-operation of all the brothers along the line to assist me in lining up the delinquents and nons, and it is a safe bet that not over one or two ever said a thing to the delinquent or non working with you, about lining up. It takes more than paying your dues to be a 100 per cent member. Get after the delinquents that are in office with you, and see that they line up, also go after these new men that are coming in and see that they line up, and talk it to them until they do or quit coming around you. I have only secured five new members since taking the office of local chairman, and one of those that I allowed special terms to come in "in payments" dropped out and said was not going to pay up any more. So joy go with him if he looks at it in that light.

Two other delinquent brothers, in joint letter to me advised that they were waiting to see if the Order had any backbone, and if they were going to get any benefit for the money they paid in, when they knew at the time they were getting these benefits every day, but just could not part with the necessary cash to put them lined up.

Word to the extra men: You are allowed travel pay from place you last worked to next place you are sent to regardless of the time you lose between times, and when any of this pay is declined, please mail me the slip with all correspondence attached showing why declined.

The new message circuit is working nicely. I would like for each brother every time he hears clerks, or others not officials, that are not covered by our schedule, sending messages on that circuit, make copy of the message and who the party is that is sending it and mail to me. Wishing you all good luck for the coming year, and hoping you will get in the game more actively the coming year than you have in the past in helping line up the delinquents and nons, I remain as ever.

Fraternally,

M. H. Nicka, Local Chairman.

Colorado Division—

Local Chairman R. H. Jones, of Ransom, Kansas, held a meeting at Ordway, Colo., Sunday, November 27, 1921, with the operators and agents of the Colorado Division, to

discuss the various wages and working conditions for the members of our craft, and to promote their interest and welfare. A very representative membership was in attendance and various questions were discussed in which all present took a lively interest.

E. R. ENGLE, Clerk.

Baltimore and Ohio R. R., Div. 33.

Wheeling Division—

We have decided to give the nons on the division a little more time to file their applications. Their names will be published in these columns soon. All agents are up-to-date except two, one on Ohio River Division and one on the Main line. They are both hard shells. The C. L. & W. Division is solid O. R. T. There is not a non working a regular position on the Wheeling Division west of the Ohio River.

Well, brothers, it is time to pay your dues once more. Let's see if we can have a clean slate March 1st. There were only two delinquents August 31st, and they both paid up. If it is possible, try and pay your dues for entire year of 1922, and get an annual card. There have been several paid their dues for entire year. Let us all pull together and see if we cannot clean up the non list, it's very small, and would not take much work to make the division solid. Don't let up on them until they fill out their application blanks. Blanks will be furnished gladly, and I will appreciate your assistance.

There is one thing that I wish to call to the attention of the phone operators, and that is: you had better get busy and learn telegraphy, as younger men in the service than you will be bidding on positions and securing same on account of you not being capable of holding the position. The division operator states that he will appoint phone operators to positions on the main line only, between the Narrows and Barrackville. Brothers, the company has a perfect right to refuse to make appointment of anyone to a position that they are not capable of handling, but it must be shown that they are not capable of handling the position before they are refused the position. If there is a dispatchers and message phone line in the office, you will not be refused the position, and the company cannot refuse to make the appointment. Boys, it is to your own interest to get busy and do something.

Brothers, there is no reason you cannot get relieved now, as the company has a good force of operators at present, they can use some of their train men to relieve you whenever you wish relief, as they are getting to be experts on the phone. If there was much co-operation among them they would try and eliminate some of this

kind of work when they are fully aware that we are fighting it, they should give us a helping hand, but it seems as if they think they are doing the company a great favor by copying their own train orders over the telephone. What would they say if we stepped in and did their work.

There are several agents and operator-agents working their dinner hour and not claiming time for it. I wish you would make a claim for this dinner hour whenever held on duty by the dispatcher, as our agreement calls for you to be paid when dinner hour is worked. Boys, this is a bad practice, we must not have our agreement violated. Will you please read Article 10, Par. I, Page 12, in our agreement and try to abide by same.

Brothers, no order can be a success or command its rights or hold its schedule unless all the members take interest in all bulletins and matters pertaining to the operators and agents, and make a demand that everything be done right up-to-date. Don't think that when you have paid your dues that your work is done, that is where you make a great mistake. Paying your dues is the least part of it all, you should lend a helping hand in everything, watch all violations and report them to me immediately with full explanation.

Brothers, make good use of your journal each month, pass it along. Show it to the nons, let it lay around so the nons can get their eyes on it. Let them see that it is the mouthpiece of a wide-awake organization. Show them your journal, give them your reasons for being a member. They cannot give you a reason for not being a member.

Boys, let us all be on the job and answer the dispatcher soon as he calls. The dispatcher will show his appreciation in more ways than one, be prompt. Good service should be the slogan of every good O. R. T. man. It will increase our efficiency if we make it our personal slogan and the company will see what a good O. R. T. member can do, and will strengthen our standing.

Brothers, the best thing you can do with your spare money is to subscribe for "Labor" and get in touch with the railroad news, it publishes the railroad news that you need. Why not each operator and agent subscribe for this labor paper and support a paper that is working for your own good instead of supporting the press that is trying to put you all back to slavery. A large majority of you cheerfully spend five to ten cents each day on the press that is your worst enemy.

Brothers, when you go into a store to make a purchase insist on buying all union goods. Make a special effort to purchase nothing but goods that have the union label displayed. If you purchase all goods without the union label, you may as well

go out and scab on your fellow brother—you are upholding the open shop.

If there is any brother that has a meco-graph machine that he wishes to sell, let me know and I will find him a purchaser for same, or you can get name of party that wishes to purchase a meco-graph by calling me on the wire.

Fraternally yours,
F. C. WILSON, Local Chairman.

C. R. I. & P. Ry., Div. 35.

Again making my appearance in print, I want to wish you all a Merry Xmas and a Happy, Prosperous New Year, though I fear that if the railroads put over on us their wants at this time, there will be more reason for wishing good things for the membership than at the present time, though such is sorely needed right now.

If poverty is the plea for some of them not paying their dues for the year, or for the last half, I should like to ask what is going to be their plea when the railroads get us back to the old \$45 per month, twelve-hour per day times again. And you may just wager your last dollar that such is possible if they are able to assemble enough courage, on their part coupled with some intimidation by Government officials.

Some of you might shrug your shoulder and say: "Well, what can they do in the face of the hours of service law." We all know there is in existence an hours of service law, enacted by the Federal administration some years back, but with the present backing the corporations seem to have, would any of you bet your last dollar that this wholesome law—for the laboring man—would not be repealed if the corporation went after it strong enough.

You know, too, that rumors have been rumbling around over the country, in the press, and other periodicals lately, to the effect that the railroads are making overtures to have the Adamson law repealed. This law affects the train brotherhoods, just as the hours of service law affects our men. And if they repeal one they certainly can muster force enough to wipe the other off the statute books. The farmer has found ere this that it does not pay to put too much faith in a few high-sounding words—such as normalcy—and I dare say there are many thousands of railroad men who are also ashamed to say that they "fell" for this same line of buncombe, and marked their ballot on the wrong side. But we have it with us, men, and will have to be content to either accept it for what it has been demonstrated—to a blind man—to mean, or to say something against it and have the epithet hurled at you, of being a Red, Bolshevik or radical.

Radicalism seems to carry with it (not shown in the dictionary) queer meanings when it is defined against some laboring man by the mouths of the predatory interests.

But I prefer to lean with the dictionary and drift along with this meaning, if that is what they are attempting to get out into the press of the world: "The state of being radical, specific; advocacy of thoroughgoing or extreme measures." And when we get out of this all there is in it, we arrive at but one conclusion. Were it not for the thoroughgoing and belief in extreme measures, what would be here of America today but an Indian village or two, had it not been for that old radical Christopher Columbus. Where would we be? if you can, answer the question.

What kind of light would we be using in our houses, on the streets, in the theatres and everywhere had it not been for the radicalism of Thomas A. Edison? Where would the railroads be, or in what state of progress, had it not been for the man who was radical enough to first start one, with a "coffeepot" and a few pieces of iron? And where would this whole world be were it not for the radical departures from the staid ways of a few men who had brains enough to look into the future, and see the possibilities for such adventure, regardless of all the censure and ridicule hurled at them.

Now, where are you going to stand in the future if you let the predatory interests back you up in a corner and keep you there to slave for them, that they might be able to further pile up millions and millions of dollars for their yacht pleasures (you have read in the papers all about one big banker and his, you have read all about another millionaire lumberman and his squandering of over a million and a half on one certain woman in a single year), their country clubs, their ten, twenty, yea forty-thousand dollar gowns and the like?

You likewise have read in the hired press all about what is going to become of you and your loved ones if you do not continue to submit—or even ask for less—to the oppression being heaped upon you that the rich may be in position to continue their social functions. Are you willing to bear this burden of oppression that the railroads may still reap the harvest of your precarious plight in the thousands of dollars which ought to be paid to you for service? If you are not so inclined, and if you have the courage of a real human being, wishing his loved ones to live properly you certainly will tell them that not another penny shall be taken from your wages, nor will you further submit to the continued wrecking of your working rules. They have been impotent enough in the past, without the Labor Board dipping in and cutting the very heart out of every rule that really means anything to the men.

We have been "salved" up to the point of half-belief, by the high-sounding words of some of the decrees, that they did carry something that would benefit the men. But I have found very few so far, and I pre-

sume you have not found any more, but that gives the railroads the best of the "deal" all the way round. We will take, for instance, the decision giving the maintenance of way men the eight-hour day. Well, what does that mean? It simply means they, the Board, adheres to the "principle" of the eight-hour day, but elects to give the railroads power to work the men ten hours at the pro rata rate. If there is any difference in the old way of working the men five days per week, or not at all for weeks at a time, when the roads wanted to retrench, and working the eight hours this week while ten hours the next, because some high official might be going over the road, at the option of the railroad without penalty time, then the men, indeed, have the ten-hour day. You are going to get that same ten-hour day if laws can be distorted and twisted to suit certain interests, or even if the laws have to be repealed.

To whom are you going to look for relief? You must not look to the railroads. You must not look to the Government, look to your ownself, love. For there is not an interest in the world better able to take care of you, and will do it, than yourself—in conjunction with others who have the same spirit, and the manhood to back it up. Have we not appealed to the corporations, to the Government, both of which have turned a deaf ear to our appeals? Certainly we have, and now we must take care of ourselves. Experience is a mighty dear teacher, but you've had the teachings of the past year's experience which ought to be a genuine guide for the future—never "kick" in the face the best friend labor ever had, as you did at the last national election. Go to the polls next time and "kick" your enemies in the face. If you dare to "kick" a friend, never hesitate to "kick" an enemy.

We still have some among us who have not yet paid their part for this year, and some who have gone delinquent in the past six months. How many of you have done your duty to the organization—yourself—by keeping those working with and close to you lined up? Don't be ashamed to ask the man on the next trick if he has his new card, nor be afraid to tell a non-member what is his duty. Your strength is everything that counts, and remember that no set of officers can help you unless you help yourself. If a strike vote is put out against this latest cut in your pay, don't be a slacker, grate your teeth with "I will" and vote to back up your committee.

W. H. DUNNAM, G. S. & T.

Iowa Division—

A few years ago when the State and National Legislatures were doing a few things the carriers didn't like, they appealed to their employes to do their utmost to influence public opinion in their favor. As we evidently have some influence in our re-

spective communities let us exert it in our own behalf and see if we can get results. The public are gradually waking to the fact that while our wages were raised about six hundred millions last year they have been cut July 1st to the tune of four hundred millions. Recent shop crafts' decision cut another fifty millions and reductions in force have cut several hundred millions more from the payrolls. Still the public has only benefited in receiving impaired service and that's the only benefit in sight for them. Taking off the war tax is not a railroad measure, and they will lose nothing by it. Don't let patrons think rates have been reduced when they buy tickets eight per cent cheaper January 1st. You can generally get local newspapers to print a little editorial in our behalf. Try it and see the difference it makes in public opinion.

I was recently told that I should be for Hoover and Cummins, as they are Iowa men. I replied that the good people of Iowa have had to blush with shame many times at the mention of their names, and that we wished we could forget them; that there are plenty of pole cats too, that are natives of Iowa and that we do not love them any the more for it. Jesse James was a native of Missouri, I understand, but we do not hear many Missourians brag about it. One thing that can be said in favor of Jesse is that he did not exploit the poor.

President Harding wants the farmers to organize. If proper for them to hold their produce, why wrong for us to withhold our services? Farm produce and railroad service are both public necessities. Perhaps he wants the farmer vote and knows they will not become well enough organized to cause Wall Street friends any inconvenience, anyway.

If you have not subscribed for "Labor" do so now, and after you have read it all, hand to someone else and try to get people interested in the truth. We have nothing to fear from the truth. It is wilful lies and misrepresentation that harm us.

We hear a great deal about citizenship. If they really want good citizens in this country it would be well for those at the head of government to right-about-face and show the people of the United States that they are on the square. If they want Bolshevism they can get it by keeping on as they are doing now.

Bro. Kay has induced Mr. Coughlin to instruct division officials to get our bulletins out at regular times whether any vacancies to advertise or not. In future, if you do not receive a bulletin twice each month, take it up with Mr. Gibson for a copy.

I would like an expression from each of you whether or not you are in favor of a

flower fund for 1922. If so, shall it be for benefit of all the membership on the division or limited to those who have contributed, and their families? I will see that your wishes are complied with.

Get your 1922 year card now. It's the long range gun that each of us need if we are going to win the industrial battles ahead of us. If you can't spare the price of a year card get a six months' card. It's just as good as long as it lasts. A soldier without a gun can't put up much of a fight.

H. N. DUTTON,
Local Chairman.

Phit Division—

Almost all of the I. T. end of the Phit Division are up-to-date in good standing. However, we have two or three that should have their names here in big box car letters as slackers for allowing the other fellow to do the fighting and the paying, but not all the kicking.

We are going to have a great need of loyalty and firmness in the coming months, and I hope every man will realize that some one has to pay. If we never strike again, we have got to have fighters, whose hands we have got to uphold at the front to present our case in the best possible way, and the stronger we back them up the greater fight they can make for us.

I will ask you to guess what the company would be paying us right now if we had no union. Guess again! How much has the O. R. T. paid you in cash since you received your 6 cents an hour cut? Instead of 6 cents you would have gotten nearer 50 cents, and would have liked or lumped it. Been all the same to the big fellows how you felt about it. Please store this back in your think house and keep a good file on it.

J. H. S.

Colorado Division—

We are indebted to Bro. S. W. Potts, who was formerly of Peyton, now in Oregon, for \$5 on our floral fund. This certainly is a good showing, coming as it does from a brother far removed from our midst, but whose heart and sympathy still remain with us.

Our floral fund stands at \$17.61, with four subscribers so far. We sincerely hope it will not be decreased because of any being used out, but owing to the very nature of the human family, the necessity is continually hanging on a small cord and you know not when you are to be the next to receive what little consolation a bunch of beautiful flowers can bring while covering the bosom of some loved one for the last time. Therefore, brothers and sisters, let us be more liberal with this fund as a very small amount from each is sufficient to keep it.

There is no one of us so overcrowded with our work and cares of life but what we would appreciate sympathy from others, if we had the misfortune to be the one to bid farewell to a member of our family for the last time. The human heart craves sympathy in such an unpleasant condition, and the greatest sympathy that can be shown such a one is really insignificant compared with the overwhelming load of sorrow, but what could be more sympathetic than a beautiful floral wreath forming the letters O. R. T.? Having had the sad experience of seeing a face filled with gratitude and appreciation and the hard pangs of sorrow softened by just such a small token from the members of the O. R. T., I can appreciate the value to our fraternity of maintaining permanently such a fund.

It is with regret we call the attention of our fellow members to the recent necessity of having Bro. Kay go to the expense of coming out here to collect our dues, and from the very best members, too. There are two nons on the division, names gladly given on request. Remind that delinquent or non beside you—you know who he is or else you are not a union man, just a card carrier—of the words of Theodore Roosevelt on unionism: "If I were a laboring man, I would become a member of the organization of my craft. If the union of my craft was not being run right, I would join that union if for no other reason than to help correct the evil I saw in it." That will kill any arguments from a non about his personal dislike for some member, or other pretentious excuse.

The fact that we have nons in our midst compels us to realize that there is some among us who lack morale. Although they may apparently show the greatest physical courage, their moral courage is undeveloped. If you will take an account of the nons you know and study them you will find them belonging to one of two classes, *i. e.*, either big-mouthed overbearing "I'm right, you're wrong," or else admittedly cowards, with no thought of anyone's welfare except their own, and if put to the showdown would take bread from a baby. They do such a thing every time they scab. We must not abuse them any more than we should abuse our insane wards. What they need is sympathy and education. Education is the only hope of overcoming the "morale illiteracy" and the non evil. Abuse does not educate. We should endeavor to educate the non in morals. "Do unto others as you would they do unto you." By our efforts we will also find our own morals growing, for right and justice for ourselves and fellow humans. Why do the army generals continually harp on morale? It is to educate and make the less brave soldiers to understand the apparent justness of his cause, and once under-

stood he is willing to die for it. Makes good soldiers, why wouldn't it make good labor unionists? CERT. 774.

Illinois Central R. R., Div. 36.

Illinois Division—

It is with profound regret we announce the death of Bro. V. E. Harper's mother, at Saybrook, Ill., the fore part of December. The Illinois Division extends to you and yours its sincere sympathy, Bro. Harper.

At this writing Bro. H. H. Schneiderjon, first trick Neoga, is very sick. We all hope for your early recovery, Bro. Schneiderjon.

During the fore part of November the annual division inspection train passed over this division, inspecting stations, towers and track. Bros. McKnight, Finnegan, Bash and Walters were on the agents' committee inspecting stations and station accounts. Bro. Jim Maddin, agent Melvin, secured a mark of 100 per cent after two weeks of strenuous endeavor. More power to you, Jim. The average for the entire division was 99 per cent in the station and telegraph service. Boys, this is fine and your local chairman is proud of it. Keep your places that way.

In the past month there has been four cases of train orders either balled up, which got by the dispatcher, or operators have had two orders for a train and showed the two numbers on the clearance cards but only delivered one order to the train. While I believe a good deal of this can be attributed to the doing away of 31 orders, still I believe it behooves us all to exercise a little more precaution. If we don't, something serious is going to happen. Follow the rules, boys; the company made them, and if they are not workable the company can change them.

There seems to be considerable contention in the towers as to what each man shall do in the line of chores. None of you have a great deal to do in this line if you did them all. It seems to me if you would get a little more of that fraternal spirit into your systems that the three men in each tower could get together on this work.

Some of the agents who have helpers are getting lax in the matter of helpers using the phone after the agent is off duty. These helpers were not put in to send details, OS trains, etc., after you are off duty, and it's your duty to educate them along this line and see that they quit it.

On Nov. 17th the agent at Tucker started throwing the switches for trains wanting number three track. I asked Supt. Havron to increase his rate of pay same as he did last year, and he has asked for the authority, saying same will apply from Nov. 17th, when it is applied. His new rate will then be sixty-six cents per hour.

Brothers, when a vacancy of less than

thirty days shows up in the office where you are working, ask for it at once. Do not wait until a younger man has exercised this privilege and then ask to bump him out of it. This is not fair to the younger man nor the chief dispatcher. Read article two, paragraph three.

Brothers, we are still fighting the battles of too many nons and delinquents. There are two delinquents on the Pontiac District, two at Kankakee, one between Kankakee and Gilman, two at Gilman, one between Gilman and Paxton, three at Champaign, twelve Champaign to Odin, and four on the extra board. Write me for their names, and try to convince them of the error they are making. While on this subject, all take your hats off to Bro. Steve Hayes. He is paid up to Dec. 31st, 1922.

On Nov. 23rd the general manager, Mr. Clift, served your committee the regular thirty days' notice that he wished to confer with the telegraphers' committee in regard to a revision of the schedule. Bros. Mulhall, Elliott and Shannon met Mr. Clift Dec. 8th and, being unable to agree, have decided to submit a joint statement of facts to the Labor Board. We have asked for an appropriation of six cents per hour for each position under the schedule, same to be used in adjusting inequalities caused by Interpretation 8 and old inequalities before Interpretation 8. Boys, it is the duty of each one of you to tell that part of this world in which you live that you do not intend to stand for another wage cut under present living conditions. Make yourself a member of the telegraphers' publicity bureau for the community in which you live. The railway executives are spreading their propaganda in your community by placard, and if you sit idly by saying nothing, the people are going to believe their tale of woe. Read your RAILROAD TELEGRAPHER and "Labor" and you will be able to meet the arguments put out by the railroads. Don't expect to find your side of the case in the Chicago papers.

Tell your your officials, from the highest to the lowest, that you do not intend to stand for another cut until your bills at the butchers, grocers, the coal man and the landlord come down. They went up first, let them come down first. The Government may have figures quoted in percentages to show that the cost of living has come down, but they must have secured them at some fire sale and not along the Illinois Division. Don't forget that your revised working rules have not come from the Wage Board yet, and judging from those that have come out pertaining to other crafts, you will lose money there, in addition to the July, 1921, wage cut.

The semi-annual dues period will be with us by the time this is published. Let your

first New Year's resolution be to get an up-to-date card, and see that the man next to you gets one. Shake yourself up a bit and get some of that O. R. T. spirit coursing through your veins. Be ever ready to defend labor's cause. In closing I wish to take this opportunity to wish you all a merry Christmas and a happy New Year, a decent wage instead of only a living wage.

Faternally yours,

W. E. PRENDERGAST, L. C.

New Orleans Division, Y. & M. V. R. R.—

Our regular monthly meeting, which was held at Baton Rouge, Sunday, November 27th, was not very well attended by the members, and I was very much surprised not to see any of the South End boys there, and I can see no good excuse why more of the members should not attend these meetings, as there is always some important business to talk over and discuss, and you should make special efforts to attend and find out what is going on. Don't lag, wake up, show some appreciation and interest in the Order, for you must know and realize that now, if never before in the history of the Order, is it necessary that all members should stand firm and shoulder to shoulder, and you are expected to show your loyalty to the Order. It depends entirely on the kind of support you give your organization now. Let us be alert and on the job, give the best service possible and co-operate with the officials, obey the instructions, and if you feel that you are being imposed upon, or unjustly treated, take your grievance up through me.

There are still a few delinquents on our division, and I hope that by the first of the year they will all be paid up for the last half of this year, along with a new card for the next year. We also have a few "nons" that have not lined up yet. We must give them no rest until they are all lined up, and if they will not, just use "No card, no favors."

I trust the boys will remember that the dues-paying periods of each year are January and July. Please remit promptly so that you will be in good standing at all times. Don't wait for me or our G. S. & T. to call on you for your dues. This causes a lot of unnecessary work on our G. S. & T. I will suggest that all who possibly can, remit for the full year.

I wish to thank the members of this division one and all for their co-operation and assistance given me for the past year, assuring you all that I do appreciate it and trust you will continue in the future, and as we are now approaching the New Year, let us all resolve to pay our dues promptly on time and work together to make this division one of the strongest in the country. With the best of wishes and kindest re-

gards to one and all for a happy Christmas and a most prosperous New Year.

C. L. BRUCE, Local Chairman.

C., B. & Q. R. R., Div. 37.

Just a word to you brothers who may not have paid your dues when this reaches you:

Do you understand that if your dues are not in the hands of the secretary not later than February 28th your card will be considered expired—dead? Also that if your assessments in the M. B. D. are not paid your insurance will lapse? Well, that's the truth, and in addition your name will be taken off the mailing list and you will not get to read THE RAILROAD TELEGRAPHER, unless you borrow it from some brother who has his dues paid. In this day and age a man is known by the card he carries. If the card is dead, the man—well, to say the least, you cannot place much dependency in him, as there is no excuse for becoming delinquent except, possibly, in case of illness or some other form of bad luck, otherwise a member should get his dues in promptly, thereby indicating to the officers that he is backing them to the limit.

If we have any member who through adversity is unable to pay his dues I want him to write me personally to that effect, and in no case drop his membership. If any member knows of a brother who is financially unable to pay his dues, kindly furnish me with such information without delay. Let all work with the view of maintaining solid organization, and this can only be accomplished by preventing the members from dropping out, and securing applications from the non-members.

Are you keeping check on the non who may be working in the same office with you, or at the station next to you? Try and talk him into giving you his application, bearing in mind you are assisting in paying his way until he gets a card. This applies to each and every member. I wish you boys would take this talk to heart as it's your interest we are trying to protect and to advance, and we cannot do much without the hearty co-operation of all members. Are you with us?

W. F. DENTON, G. C.

All Members Division 37—

When you read this article one month of the new term will be nearly finished, and I want you to stop for a second and ask yourself, "Have I paid my division dues and assessments in the Mutual Benefit Department?" If not, do not delay any longer, but send them in and place yourself right up to date. Remember, no business or organization can keep business going unless they have a financial backing, and our organization is no exception, therefore, I am making a personal appeal to each member

to do their part by paying dues. It has been the prompt paying of dues which has been one reason we are able to keep our rate of dues down to the minimum. We can still continue to hold the rate down if each one will pay dues instead of holding back until the time limit is about up.

We closed the past year with nearly 2250 members in good standing, and it is a record we can all be proud to hear, when you take into consideration the circumstances which we had to face during 1921, in the closing out of many positions, thereby placing so many men on the extra list. When so many members will pay dues, why should a very, very small minority think the organization has not done anything. The 2250 members must not be wrong and the small number right. Let me ask, is it not worth the small price of a card to hold what we have already gained? Would you be willing to go back to the time when we had no organization? Compare your present condition with those which existed a few years ago; one rule in the present schedule is well worth the cost to hold to your membership. Take for an example the switch light rule. Years ago we had to take care of these lamps, numbering all the way from four lamps on up, clean them, take them out and bring them in regardless of the weather, etc. I know many of the old-time men have paid out money each month from their personal funds to have the lamps tended to by outside parties. Today this disagreeable work has been taken from us. This is only one small example, and to have our present conditions it only costs on an average of 25 cents a week. Stop and think for one moment and you will not hesitate to pay dues, and at the same time you will have your fellow employe do the same. Also do not rest satisfied until you get every non-member in line to help carry on the work. Individual effort on your part will accomplish many things.

The officers of the Burlington have treated your representatives with all courtesy within their power, but they are guided by the unseen hand of the financial world. We have been able to get many cases of grievances adjusted which were, in a way, violations of our schedule. True, we make mistakes and our organization is not perfect, but give us your support in a financial and moral way and we will be able to continue to move forward, slow, but sure. Your officers are human the same as you, and make mistakes. However, if you will call our attention to them we will all try and do our part to make the proper correction. If you are satisfied with some things which we have accomplished, don't be bashful about telling us, as a word of praise is a great help in this kind of an undertaking. Remember, when we are dead our ears are

deaf to the good word of praise you may say; the eyes are blind to the beautiful flowers you may give, in token of your esteem; then, again, it is hard to smell the scent of the many floral offerings when we are six feet under the earth. Hand the bouquets to us while we are in the land of the living and can return our personal thanks to you.

In closing I am going to ask once more that you ascertain if you have done your duty by paying dues and your assessment, also ask your fellow employe if he has done the same, and if you do this I can assure you that our delinquent list will be very small when it is time to check our up-to-date members on the different divisions.

J. H. ROGERS, G. S. & T.

Missouri Division—

As it is again time to pay our dues, we must insist that every member pay up promptly. We must not have any nons or delinquents.

The management has served notice on our committee that they wish to further reduce our wages, by cutting off the four cents left of the July, 1920, increase, and also the increase received through Interpretation No. 8, which was the adjustment on the increase awarded us by Mr. McAdoo, amounting to from one to eight cents an hour, depending on the number of hours you worked on Sunday, when Supplement No. 13 was issued in 1918.

If they can accomplish this it will put us back on the October, 1918, wage basis.

You will readily understand why we must have a solid membership.

Suppose we had been without a committee to defend us before the Wage Board when the last reduction was made. We would have lost ten cents an hour instead of six cents.

Or to bring it nearer home, suppose that any one of us were to become involved in a law suit or trouble in a civil court, would we think of passing through the trial without an attorney or witness to defend us, while our opponent had the best lawyers in the country hired to prosecute us? I guess not. Tell me, then, how would we fare with the Wage Board if we were without the O. R. T. officers to defend us, while the railroads have the best lawyers money can hire?

If we are to maintain such defense we must pay our dues promptly, and such a thing as a "non" must be wiped out.

It costs money to send our officers to Chicago, and as we share equally in the decisions, we must also share equally in the expense.

We may not be able to hold everything we have had, but any reasonable man knows

we would lose far more if it were not for the O. R. T.

So I appeal to each of you to remit at once and keep after the "non." Send his name to Bro. Arnold or myself.

Do your utmost for our splendid organization and I am sure your efforts will be rewarded by good working conditions and first-class wages.

Bro. Arnold and myself wish you a merry Christmas and a happy and prosperous New Year.

L. J. MILLEN, Asst. L. C.,
Cain, Iowa.

St. Joseph Division—

I take this means of my utmost appreciation to each and every one of you for your untiring efforts put forth in assisting me to maintain the good membership of our division. Without your assistance it would be impossible for me to do the work of the division and keep it up in the proper manner.

We have had some slight reverses the last year, but just stop and consider what these reverses would of been had it not been for our grand organization to fight for us.

We have for the new year some grave matters facing us, and I hope every true member will do all in his power in assisting to keep up our membership. Don't fail to pay your dues. If at all possible take out an annual card, this not only takes a great amount of work from your officers and gives them more time to attend to matters of vital importance to us, but also takes considerable bother from the member himself, don't neglect your M. B. D. Remember this is not for your protection, but for your family and loved ones, we never know when we will be called to make the supreme sacrifice. Be prepared when this comes.

The growth of our organization is to be measured in terms of individual participation. Under our constitution we have but one type of membership—active, so-called, but practically there are two classes—those who work and those who do not—those who care and those who don't. We cannot be 100 per cent efficient until every member has demonstrated that he belongs in fact as well as in name to the active group.

If nothing better presents itself, get a new member or cause some slow member to pay up. Let us make this our motto for 1922. I will be glad at any time to give you names of non-members or delinquents.

Trusting the new year will bring to you an abundance of happiness and prosperity.

F. A. ARNOLD, Local Chairman.

Sterling Division—

Another milestone passed. Now, brothers, show your interest in your own welfare by paying your dues within the allotted time and keep off the delinquent list. Now as never before we need a full membership.

It is through the O. R. T. that you get your rights, should your job be eliminated and you have a bump coming. Don't forget that your cards, either annual or semi, expire January 1st. Renew them at once. The fight for union labor is getting stronger, and no telling when we will feel its effect. The best way to insure fair pay rolls and decent working conditions is to line up, stay that way and see that the next fellow does the same. Do you want someone to lug that mail to the postoffice these cold mornings? Ten per cent on all W. U. handled? No reduction on your express commissions? To feel right with the world and especially with the rest of the boys? Then get that new card, go after the boys who get behind, get your shoulder to the wheel and push and start something. If you have a grievance, don't sit down and growl, but refer it to me with all the facts in the case and I will help you to get it settled. The trainmen are still copying orders on the phones. Nearly all of them are kicking about doing it, especially now when it is cold around those phone booths, but the dispatchers insist that they do it. If the trainmen would discontinue it several more operators might get work on the division. Send a copy of all these orders you can get to me and I will see what I can do to remedy this evil.

Never in the history of organized labor was it more imperative that every man and woman should belong to an organization representing their craft, as capital is starting the open shop to destroy the organized labor movement, which stands for a living wage, a comfortable home, educated children, self-respect and a good citizenship. Be careful not to willfully violate our contract. It has taken us years to secure these concessions, and cost us a lot of money. The railroad conductors' schedule contains a clause in effect that they are not required to use telephones for train orders, except in the extreme emergencies, but only to give or receive information necessary where no employees are located for that purpose. We have the names of most of them who make a practice of this. President Shepperd of the conductors stated on the floor of the last convention that conductors would be thrown out of the organization if they persisted in this misuse of the phones.

Brothers, if you have not subscribed for "*Labor*," published at Washington, D. C., by the railroad brotherhoods, you should do so at once. It is a product of and belongs to organized labor. It is published weekly and the club rate is \$1.50 a year, and if you will send me your remittances I will be glad to order it for you. If you have subscribed and are not getting it, write me and I will see that you get it immediately. I thank you one and all for the support given me during the past year, and

wish you all a happy and prosperous New Year.
F. A. SENSE, L. C., Cert. 43.

Creston Division—

Holiday greetings. Wishing you all a very happy Christmas and prosperous year for 1922.

As the New Year dawns upon us another dues-paying time also dawns upon us, and don't overlook your M. B. D. Let us all meet them on time and start 1922 with an annual card and M. B. D. receipt and have our troubles for 1922 over all at one time. It is easy and saves you money buying an extra postoffice order or money order, and saves our secretary untold labor, and eases your mind for one year. Let us make the Creston Division one hundred per cent strong, annual cards and no nons. What you say? I'm on; let's go.

Who is delinquent? Not I. Surely not you. Let us make it our slogan, no delinquents and no nons on the Creston Division for 1922.

Some people look on organized labor as a graft and soft, fat jobs for people who are too lazy to work. Probably that's true, especially the last clause. What would we be today if it was not for organized labor? What scale of wages would you be drawing? What hours would you be working? What kind of rules would we have? Look years back and you can readily see for yourself. I know for I have been through it all. I worked nights at East Leavenworth for thirty-five dollars per month. That was in 1886; not so very far back, either. Fifty dollars was the standard wage paid a day telegrapher. Now the same office pays over a hundred and a quarter. What was the cause? Organized labor. I worked 12 to 24 hours, now eight, and for that 12 or 24 hours not a red cent extra, only our monthly rating. Now let's draw a picture of those times today, imagine you was getting, O, well, we will go to the highest, we will say fifty per month, Sundays and all. What kind of living would it be? Think of your kiddies going down the street wearing clothes that today you would be ashamed for them to even play in, while the bankers' and merchants's children go down the street dressed in their fineries. How would your wife feel? How would you like it? Moreover, how would your children feel? Humiliated, of course; could not help it, and now organized labor has made it possible for you to dress your children, educate them, and furnish them other conveniences of life that otherwise you could not have given them. If it was not for the determined fight our officers are making today we would have our schedule literally picked to pieces; would have at least ten cents per hour more taken from our hourly rate and be working 8 hours in spread of 12. What would you

think if such prevailed? And yet some people say organized labor did nothing for them, and our officers have a snap. Take it from me, I know better. No one who holds an office, even your Local Chairman, has a snap nowadays. Brothers and sisters, it's something to sit up and take notice over, therefore, I pray of each one of you to not be slack in remitting your dues and M. B. D.; give that non no rest, show him where he is wrong and have him take out an annual card. You have him then for one long year. By that time he will see he was wrong and will make an effort to keep in good standing. You, brother, who are always dragging behind with your dues, be prompt; pay them up before they run out and have to be dunned about steen times before you will finally remit at the eleventh hour.

I have four students placed on this division by the company claiming the Government requests this done. A slick way, Mr. B. has, getting around our agreement with him that no students would be placed in offices against our wishes. This government bunk is a stall, and Brother Denton has the matter up, so we'll probably be rid of the pests soon.

With my very best wishes.

Read *Labor*, get the news and you will not be lagging with your dues.

Pay them promptly every time and keep your wife and babies on your mind.

We all like to dress well and look our best. Organized labor will help us and do their best.

Fraternally,

J. C. OVERMEIER.

Beardstown Division—

"Ain't it a grand and 'glorious' feelin'" when you ask that new man that just hit the division if he has a card, and he says: "I hope to * * * I have." What would he feel like if he had to say No? Probably like the place that is described in the book of revelations, Oh Hum? Yes, I used to attend regular, BUT here's what I am trying to get at.

The railroad companies, the express companies and in fact most all large corporations are always starting something new and original. No lost package, no accident month, etc., etc. Now let's start something ourselves. Let's make it a "*No-No Bill Campaign*," and each and every one be a committee unto ourselves and round up the No-Bills, and let me say right here (Thanks to you Brothers and Sisters), they are rather an uncommon thing on our little division, but there are a few, so let's get them or lose them? You have all read Webster's analysis of a scab, and know that it is not a pretty name, but search where you may, you don't find a definition for No-Bill. There must be a reason for this, and possibly it is because there is no definition sufficiently hard

to fit the name. Of course you know what they are, just a small bunch of leeches that hang on by being good fellows, and by working on our abundant sympathies and again, etc., etc., but the time is ripe, Brothers, for us to gather them in or use the old motto, and use it, don't just think it, but use her: "*No card, positively no favors.*" Put the trainmen next to them, it's only a question of a short while until it will be the *big six* with us the 6th, and they will put the finishing touches to the No-Bills. Also our backsliders or delinquents, you know that we are very lenient with the small bunch of brothers who fall behind in their dues, we must be, because no one wants to condemn a worthy brother for non-payment of dues, as he may have abundant reasons that we as a whole do not know a thing about—sickness, accident, etc.—or some cause that we cannot criticise. But again, if this be the case the brother who is in such a position is not doing his duty toward himself if he does not notify his local chairman of the condition, so the matter can be adjusted and thus clear himself of being a delinquent, and that is where the fraternal side of our Grand Organization comes in, and a worthy brother need not feel afraid or feel that he is humiliating himself by it. I would certainly like to see my reports for the term ending December 31 without a single delinquent. Will you help me? I will certainly appreciate it. Today we have only three delinquents and about five No-Bills. Now isn't that a record to be proud of with a membership of 130 in good standing? Any of you that know the whereabouts of a No-Bill, drop me a line and we will extend to them a cordial invitation to join us, because brothers, membership means power, means finance, and we must all line up shoulder to shoulder to fight the coming wage reduction. We must use all the fair means we possess, you can't fight alone, your officers can't fight alone, but we must all do our bit now and never waiver, and about the best way to help is to pay our dues right up to snuff and then we have that good, old satisfied feeling that we have done our part in that respect, so let "*Results*" be our slogan and see what we can accomplish in the next month.

Let's pay our dues for 1922, not within the sixty days of grace, but *right now*. Let's show Bro. Manion, Bro. Ross, that we don't have to be prodded, entreated, coddled into paying what we must pay if we exist as a Union of men among men. Let's prepare our officers for the coming (I say coming, but it is here) wage reduction. Our first duty is to our family, and as nine-tenths of us right today are using every dime for the upkeep of our family, how then, can we take less? Every man with a card now has got to be a member, not just a card bearer, and right here I want to congratulate the members of

this division, you are, everyone of you, "members" as our reports will prove. That gets results, if it don't, then how did it happen that Bro. Denton had such good success with Bro. Baumgartner's case? After being discharged and out of work for a period of three or four months, Bro. Baumgartner is reinstated at his former position through the earnest efforts of Bro. Denton. Would our general chairman, your local chairman or any of our officials had the heart to have fought what seemed a losing battle for one of our worthy brothers, if we had not been over a hundred strong? No, but when they pick up the record of the Beardstown Division, they see where you have paid, where I have paid, where all have paid, and with a membership list like that back of them, they are glad and not afraid to mount the elevator to the head official's room, and lay our case before them.

Our struggle has just begun—the public, the capitalist, the world—has just begun to know that Organized Labor is not the puny thing that it was a few short years ago.

So let's start this new year right and contribute to our organization her rightful dues.

C. W. MCCONNELL, L. C.

Report of flower club is as follows:

On hand last report.....	\$11.66
Received since last report.....	11.00

Total	\$22.66
Disbursements	1.50

Balance on hand.....	\$21.16
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H. H. KORTE, Sec'y & Treas.

Q., O. and K. C. Division—

After months of silence, I believe, a few notes from the O. K. might be of interest to our members on this division.

I do not believe that the mention of the few changes would be of much interest to our members on this division, and none whatever to members on other divisions, so will refrain from making mention of these, and devote my few remarks to other matters.

To begin with, if any of our members have not paid their 1922 dues, or for the first half, please do so at once and carry an up-to-date card at all times. Those that possibly can should get an annual card, which will fix you for the entire year and save yourself, our general secretary and our grand secretary labor and postage.

I suspect we have one or two members that are trying to drop out, as they are trying to find excuses or imaginary grievances. Nothing ever to gain and everything to lose by dropping out. Has the O. R. T. accomplished anything? Are we getting value received for the \$12 we are putting out annually? Ask some of the old time O. K. men when we were quite often, sometimes

weeks at a time, on duty twenty-four hours every day, especially when this line was operating the O. & St. L. Ry. When evening came, this East End would be covered with extras in both directions, and in those days, as it did not cost the company a penny to hold us on duty day and night, they could not run a wheelbarrow from one station to the next without every operator on duty. Some change since then, not to mention the money consideration—the most important of all. I worked for years for \$25 per month and thought I had a real job.

We still have a couple of determined *nons* on the South End. You all know who they are. If you don't, write me and I will tell you, we should never give them a minute's peace until they surrender. Let us all give them another trial. Don't depend too much on your local chairman, as he is just a human being like the rest of you.

If there are any of our members (and no doubt there are some) who do not read "Labor." I urge you, I plead with you to subscribe for it at once. You will find a subscription blank near the back of every TELEGRAPHER. No doubt most of you are aware of the fact that the press reports on labor in general are so distorted and wholly unreliable, while "Labor" gives you the whole truth, not alone concerning labor, but doings in Congress and news in general which the people at large are vitally interested in.

Recently my attention was called to the fact that in one or two instances where our members are a little slack in performing their duties, and slow in answering correspondence. As long as we work but eight hours, let's hit the ball and try and clean up every day, if possible, so there will be no further cause for complaint from this source.

Am sure we are all glad to hear that Bro. Crossley, of Humphreys, is back on the job after his long siege of illness. Our new roto-speed arrived the other day and it's a peach, will probably send you all a sample of its work before you read this article in THE TELEGRAPHER.

L. E. SCHOENE, Local Chairman.

La Crosse Division—

What has the new year in store for you? This is a question we are all asking ourselves, and is being asked by others. If we were able to penetrate the future it is likely our plans would undergo some radical changes. Success in life depends greatly on the manner in which we employ the spare moments of our time. Telegraphers and agents, as a class, are looked upon in the community as a man of intelligence, capable of imparting useful knowledge and versed in the affairs of the country, and as such he is in a position to become a power within this nation, not as an individual alone, but by means of his affiliation with the Union rep-

resenting his class, and the application of his spare time in the attainment of useful knowledge, to be spread among his acquaintances and applied in assisting in securing for himself and family, that, to which he is justly entitled. Unlike the previous years with its prosperity and business expansions, we are brought face to face with very serious and difficult problems, which threatened to wreck the institution which it has taken years of toil to erect, and strikes at the very foundation of our liberty and happiness, reminding us that we must be ever on the alert and assist in every way possible to maintain a 100 per cent organization, encouraging others to pay their dues promptly, that the organization may have the necessary funds to conduct its business and the unquestionable support of its members in the fight for justice and a living wage. Whether or not we are able to maintain our position as a craft will depend greatly on our attitude in its support, and in a great measure will assist in foretelling what the year has in store for us.

C. E. WHITE, Local Chairman.

Caspar Division—

With deep regret we note the death of the infant son of Bro. and Mrs. F. A. Marr. The bereaved parents have the sympathy of all in their recent loss.

Our black list has shortened quite a bit in the past month through the loss of one non and the happy conversion of another, but unless some of the delinquents "kick in" its going to stretch back to the old mark. You all know the slackers and no man who has ever carried a card should allow himself to slide back into this minority—this handful of leeches who plant themselves in a soft spot and suck the blood which some fellow worker has transfused into our Organization.

At present there are four paid up members on the Caspar Division working extra, two of whom are married and necessarily knocking around to make a bare existence; while as many nons are roasting their shins by a fire, kept going by these very members of the Order. If these men who depend upon another member's vacation to keep them in work, can carry a up-to-date card, then it's nothing but selfishness in the worst sense of the word that forbids our narrow-minded nons from making application for admission to an organization upon which they depend for protection. For want of a more intelligible excuse, they all pull the old "What has the O. R. T. done" gag, when the very fact that they all carry a supply of overtime slips on hand is a plain admission that they appreciate at least one article of our schedule. Wouldn't it be a fine mess if we all depended upon the good will of the capitalists for a decent living and upon the co-operation of these parasites, who pose as

telegraphers, in case of an emergency? We have but a few nons left on the Caspar Division, and I hope each of them will at least thank the fellow alongside who does carry a card for helping to make possible an O. R. T. which benefits us all.

Word received by Bro. Dunbar, second "DO," reports his father critically ill. We hope his condition is not as serious as reported, and that he soon regains his health.

A new term will soon roll round, so let's get our dues in as promptly as possible. Those of you who have become delinquent, make an effort to stretch that six bucks into a dozen before it is too late, and you are set back with that self-selected few who should even hate themselves.

We are going to try to have a few notes in the Fraternal Department each month in the future, and in order to cover the entire division it will be necessary for some of the members on the East End to help by sending to our local chairman any news of interest.

All grievances, criticisms and suggestions should be reported to Bro. Straley at once, and I'm sure they will receive prompt attention.

J. T. BORDERS, Cert. 2752.

McCook Division—

Brothers, you are not paying your dues as promptly as you should. There is also a few who are delinquent on account of not having paid their 1920 dues. This business of becoming delinquent is only a habit, and I hope there will be a lot of good New Year resolutions which will cure this habit. There are always a few on each division who get on the delinquent list every time it is time to pay dues. This causes unnecessary work for our general secretary and treasurer, and also our grand secretary and treasurer, and unnecessary expense for the Order. If it was ever necessary to keep up-to-date, now is the time. Our officers need all the help they can get and at this time when we are fighting to keep a living wage they should have a solid membership to back them up. Get lined up and get after any non who hits the division, and let's give our schedule committee our full support. By the time this is in the hands of the readers of THE TELEGRAPHER our schedule committee will be in session with the railroad officials regarding a new schedule.

B. O. JORDAN, L. C.

C. & O. Ry., Div. 40.

C. and O. of Indiana Division—

The division now has an acting chairman who will fill the chair until an election is held. So, in view of the coming election the members want to be getting their preferences into sight and then elect the best man.

It is time to be looking after your 1922 membership and we hope to see the division

almost solid—and with as many annuals held as possible. On the C. & O. of Indiana we have some nons who have as an excuse for not belonging the idea that the local official staff of the order isn't to their liking. That is a sad state of affairs. It couldn't possibly be remedied by the nons until they are entitled to vote upon their representation. From time to time all of us have had some sort of grievance against the local, but the beauty of it all is that we who are paid up usually get the differences settled by bringing them before the proper authority, and that is the advantage of being a member.

Anyhow, when we get mad enough at the local to feel like dropping out, we can always bring ourselves back to earth when we realize that the wage question isn't entirely in the hands of the local, so we have to lend our support to the higher ups who represent us before the wage board, etc. So, keep up-to-date, and have a voice in the local affairs as well as lending your support to the O. R. T. in general, which is our official representation before the wage board.

Bro. H. H. Reynolds has given up the first trick at Peru yard, and before long when we get to feeling out of sorts we will call Dr. Reynolds to do the necessary.

A new man from the C. I. & W. is Bro. W. D. Anness, who is well experienced in all branches of the telegraph service. We have found him to be a friendly chap and we are glad to welcome him as a member of Division 40.

And if you get the toothache, call Dr. Collins at Brighton to either kill or cure.

A Merry Christmas and a Happy New Year to all—

And how about a paid-up New Year?

CERT. 941.

Indiana Division—

The division is now in charge of an acting chairman. An election will be held in the near future to elect a permanent chairman to fill out the unexpired term of Bro. O. M. Watts, resigned. We hope to see a number of good active members' names on the ballot—the more the merrier.

A notorious non who has a grievance to settle has asked to be furnished with application blanks with the idea of joining the Order and then taking up the grievance. There is nothing doing at all—if any non-member ever suggests such an idea to you, you can tell him the policy of the present administration is to handle only grievances of members who were members at the time their trouble arose. Insurance companies do not insure you against past illnesses, etc., and while it is true that a fraternal order like the O. R. T. isn't an insurance order in the full sense of the meaning—there is a sort of resemblance.

Each member is requested to mail to F. M. Peoples, P. O. Box 106, Muncie, Indiana,

your post office address. Please do so upon receipt of this issue of THE TELEGRAPHER. We want an up-to-date mailing list, also advise whether or not you are a subscriber of "Labor," the weekly newspaper published at Washington D. C., in the interest of organized labor—the idea is that if you are not a subscriber, I want to mail you a sample copy.
F. M. PEOPLES, Div. Cor.

Erie Railroad, Div. 42.

Referring to circular dated October 28th. As before stated, this circular contained only a portion of the cases handled recently. Knowing that you were all anxious to know the particulars regarding the action taken in the recent conflict, it was the sentiment of the committee that this information be given you at the earliest possible moment, and so it was agreed that we give you the particulars regarding this committee's action in the strike matter and at the same time, outline to you the results of the most important grievances handled in the past few months. A large number of minor cases were not included, our object being to give you the main facts regarding strike matters at the earliest possible moment, but in future we want to issue a circular every few months, giving you an outline of all the business handled by this committee and the results, in order that you may be kept in close touch with the manner in which your affairs are being handled.

An unusually large number of cases have been handled by us in the past ten or eleven months, and the most of them have been brought to a successful conclusion, a number are now pending, with dates arranged for conferences on them. I am putting in long hours daily, doing my level best to secure the very best possible results in all matters pertaining to your welfare. Having to handle so many cases on different parts of the system, keeps me away from home a good part of the time, but I aim to get back to headquarters as often as I can in order to reply to the large number of letters I receive from the membership all over the system, and if there is some slight delay in receiving a reply to your letters, it is due to the fact that I am being held away from headquarters on important matters.

We have just been notified by the management that this committee will be called in January 18, 1922, for a conference on the question of a further reduction in wages. Your committee will decline to accept any further reduction, in accordance with the Transportation act, the dispute will then go to the U. S. Labor Board. This request for another reduction in wages will affect every department on practically all roads and will undoubtedly be rejected by all concerned. The chief executives of the different roads have co-operated and it is understood that it is their intention to put us back to pre-

war rates and conditions. Most assuredly we cannot accept such rates, if we did we would have to arrange with some benevolent society to assure us the difference between the cost of living and the rates they propose. Concerted action will no doubt be taken by the O. R. T. on all roads.

The chief executives of the other five transportation organizations have signified their desire that we become affiliated with them in a co-operative movement in the regular manner and our president is going ahead with plans to form such an affiliation, which would then be known as "The Big Six," and no doubt the next wage controversy will be handled co-operatively, with the O. R. T. as one of the "Big Six." This is the real logical way in which to handle these matters. Regardless of what the personal opinion of any of us may be, the fact remains that the real solution of the problems confronting us lies in the co-operative movement of the six transportation organizations. As we understand the proposed affiliation, it would give us equal rights with them, therefore, let us go to it with the proper spirit. Our men have just as much real fighting spirit as any organization on earth and we are confronting a condition which compels us to either stand up for what is our just due or go back to conditions which no fair-minded jury would call just. There is but one way in which this battle can be won and that is by concerted effort, co-operation of everyone affected, sticking together, each one doing his part, seeing that the man working with you or in an office adjoining you is in good standing and has not neglected to line up as he or she should. We should bear in mind the fact that it is much easier to hold what we have than it is to get it back, once we have lost it. Experience has taught us this. Individually, we are powerless, collectively we can have a voice in the sale of our labor.

The dispute between the company and this organization on the question of pro rata rates for overtime, submitted to the Labor Board some time ago, was heard before the Board, November 7th, Bro. Manion and myself appearing to defend it. Expect decision to be rendered any time. If there is any justice in this Board, the decision must be in our favor. Will advise when decision is received.

While we were before the Board we especially requested Chairman Barton to give special attention to our claim for compensation for the five days' deductions made last January and February, which was submitted to the Board some time ago, pointing out to him the length of time this case has been before the Board and the rank injustice of this deduction, it also being a violation of the agreement and of the law. The chairman promised us he would give it special attention and get it before the Board as soon as

possible and reminded us that there were something like 1,400 other cases, possibly as important as ours, before the Board on which no action had yet been taken and that the Board was working overtime in order to try and get speedier action. I am receiving numerous complaints from our men affected by this deduction, protesting against the long delay in adjusting this matter. Brothers, I assure you that this delay is equally as annoying to me as it is to you, we have put forth our very best efforts to have this matter adjusted with the least possible delay. We succeeded in having the case tried before the Board on February 23rd, soon after deductions were made, the Board found the company guilty of violation of the rulings of the Board and ordered them to re-establish the rates, which decision, we understand, meant the refund of wages deducted. Every known effort was used to have the company comply with this decision and make this refund. They re-established the rate and after a long period of absolute unnecessary delay, finally flatly refused to make the refund, then, in accordance with the law, we had to re-submit the dispute to the Board. Absolutely nothing has been left undone to get the best possible action on this matter. Your so-called representatives in Washington unjustly made this law in such a manner that it places no penalty on the railroads for violation of it. If the Board does not compel the company to pay it, we can collect it by legal process. The law compels us to submit all disputes to this Board for decision. The railroads can violate the law and are allowed to get away with it, we represent labor and must live up to it. Our records here in the office will prove to you that unusual effort was made to adjust this case without all this delay. Let's place the criticism where it belongs, with the company, the Board and the law, and at the same time let us bear in mind the fact that working men elected the men in Washington who enacted this unjust law. We will advise you as soon as decision on this case is received. President Manion is doing all possible to get the best possible action on this case.

Now brothers, we all know that Labor is being tried out, every effort is being used to discourage you and cause you to withdraw your support. Why? When a sufficient number of us back up and give up the fight and leave the army without sufficient strength to offer real resistance, we are down and out and will never be able to come back. We spent the best days of our lives in the railroad work, through our co-operative efforts we finally succeeded in securing a portion of what is justly due us. Continued co-operative efforts on our part will enable us to hold what we have and secure more of what is due us. It is simply a question of whether or not we will return to the old slavery days of long hours and

a mere existence, or will we be real men and stand up for fair conditions.

Fraternally yours,

E. J. HESSER, General Chairman.

Canadian National Rys., Div. 43.

Well we didn't do much this year, but look out for next. This month in particular has been a little slack. One new member. Bro. L. G. Stanley, Melfort. All of the men taken on for the grain rush have been laid off, but any time the boys down East run short we can send down a carload, trainload, elevator load or a boat load, just as they like.

I am going East for my holidays shortly, will be gone three weeks. However, I am glad to report everything is pretty well cleaned up to date, only one little difference of opinion outstanding at present, and our general chairman has that in hand and will no doubt clean it up shortly.

This being my last write-up for this year, I wish to thank all of you for the support you have given me, I am sure we have made progress and I see no reason why the coming year should not be a banner year.

Let us also endeavor to make the coming year a banner year for the railway, keeping in mind that the success of the railway is greatly dependent on the efficiency and loyalty of its employees. As Omar Khayyam Fisher would say, let's make it "Bigger and better than ever."

I wish you all a Happy New Year and may your shadow never grow less.

R. B. AINSLEY, Local Chairman.

C. R. R. of N. J., Div. 45.

Central Division—

The next regular meeting will be held at G. A. R. Hall, 109 Broad street, Elizabeth, morning and evening, January 25th. Your general committee will render a report relative to the conference with the management concerning a proposed wage cut. Other matters of interest will be discussed and a large attendance is anticipated.

The Beneficial Association of Division No. 45 became effective on January 1st. A large membership has been enrolled. The charter will remain open until March 1st. Refer to a copy of the by-laws mailed to the membership recently and satisfy yourself as to the merits of this low cost proposition. Health and disability insurance at cost and a participation in the refund of accrued assessment money is the main feature of our plan. The officers of the new association are as follows: President, H. E. Regensburg; vice-president, H. F. Drinkwater; secretary-treasurer, G. D. Coleman; board of directors—E. F. Pry, W. P. Smock, P. V. Wisersrt, H. E. Hettinger, E. Van Bracken, H. O. Kern, J. Dempsey and J. S. Sutton.

Mail your application for membership in

the Beneficial Association to Bro. George D. Coleman, 235 Columbia street, Dunellen, N. J. CERT. 313.

Southern Pacific Ry., Div. 53.

Los Angeles Division—

Union man to Non—Why not join the union for the principle of it if for no other reason?

Non—Are you a union man in principle?

U. M.—Certainly.

Non—Do the shoes you are wearing bear the union label?

U. M.—Well, this pair doesn't, but I have a pair at home that does, I think.

Non—Do you subscribe to a capitalistic newspaper that directly or indirectly wages war on organized labor?

U. M.—I get a morning paper. A man has to get the news.

Non—Do you take a labor paper, published by organized labor that from your standpoint should give truthful news?

U. M.—No. You see as a matter of fact I don't get much time to read. Labor papers cost money. My eyes are bad, and besides I read a lot of articles on labor in the leading magazines.

Non—Of course you pay a year's dues in advance in order to save your organization postage and unnecessary accounting and correspondence?

U. M.—No. I've been thinking of quitting the railroad game; then, too, a fellow might drop off before the year was up.

Non—Are you and the eligible members of your family registered in order to qualify as voters at the various elections?

U. M.—Well, I generally vote one way or the other, but my wife has a job down town and doesn't take much interest in politics.

Non—Naturally you patronize the union's co-operative grocery store on Chestnut street?

U. M.—We bought some there when it first started, but the wife eats at the cafeteria and the kids and I just make out on knick-knacks that we can just as easily get at Jones' grocery.

Non—What, in your opinion, is necessary to make a union man in principle?

U. M.—That's easy. He should carry a card, pay his dues, keep up to date, not become delinquent; he should talk unionism; he should—well that's about all he has to do, but by the way, won't you now consider joining our organization?

Non—No. I am a man without principle.

When a man past the age of sixty is torn from his family to spend years in a Federal penitentiary for enunciating the commandment "Thou shalt not kill" it's time to revise the Bible.

The Los Angeles Express, a few days prior to October 30th, had some interesting things to say concerning the R. R. brotherhoods. The following is characteristic: "One of the

most potent of the causes contributing to maintain the cost of living at its painfully high level is the railway wage scale * * * * * The railway brotherhoods want to keep prices up. They don't care what suffering is inflicted upon the people so that they continue in receipt of high wage schedules that make any reduction in the cost of living impossible." That and a great deal more is what the *L. A. Express* thinks of us.

Twelve high school pupils crushed to death in a high school bus at Red Bluff. One lesson to be learned from this tragedy is that all busses of a public nature carrying human traffic should be required to stop before crossing a railroad and a responsible person be sent ahead to investigate conditions before allowing us to proceed. Would it not be worth while writing our state assemblymen to this end before we are called to an improvised morgue to identify the remains of one dear to us.

Fifteen years ago one of our slogans was, "The \$75 minimum." Let us now begin on a new one, "The six-day week," and with concerted effort we may realize that goal in say fifteen years. When a fellow worker opposes a measure of such worth it might be well to look a little deeper to determine if possible if such opposition is not founded on something more than a trace of self interest that clouds mutual advancement.

It is proposed to reduce wages back to what they were March 1st, 1920. Wonder how much further back "Back to normalcy" is?

Labor is still fine thank you at \$1.50. Fresh news every week, but the question is: How are you getting along without it?

"RANKIN PHYLE."

Stockton District—

The following editorial was printed in one of the leading San Francisco dailies:

"The railroads announced a reduction of 10 per cent of freight rates on farm products, which amounts to about \$50,000,000 annually. The railroads announced at the same time that they hope to make further reductions in freight rates next year if the public will stand by them in forcing another 10 per cent reduction of railroad workers' wages.

"This is not as sweetly unselfish as it sounds.

"The railroad men's wages were cut 12 1-2 per cent last July. That saved the railroads \$400,000,000 annually.

"Now the railroads present the public with a \$50,000,000 reduction in rates and keep the remaining \$350,000,000 taken from the wage earners. We fail to see any reason to grow enthusiastic over such generosity. Since the railroads waited about five months—during which they pocketed \$166,000,000 of the wages taken from the workers—to return \$50,000,000 to the public in the way

of reduced rates, we naturally assume that their promise to pass on the 10 per cent cut in wages they now demand will result in the same way as far as the public is concerned.

"The 10 per cent cut will give the railroad owners about \$320,000,000 more, and at their present rate of generosity this will mean an annual reduction of about \$40,000,000. In other words, if the public will stand by and help the railroads reduce wages to the amount of \$732,000,000 a year, the roads will reduce freight rates \$90,000,000.

"Which is to say that out of each eight dollars the railroads take from the workers with the public's help, they will give one dollar to the public and distribute seven among themselves."

Think it over you overpaid railroad workers. The question arises, just how long will we continue to allow these ultra-respectable blood-sucking corporations to spoof us?

Bro. D. H. Henry, Araz Junction, Cal., Seniority June 12, 1919, would like to trade with some one on this division. Interested parties communicate with him direct. Despite the fact that a number of our "can always depend upon's" failed to show, our meetings held at Tracy, November 20th, could be classified as capital successes, fifty brothers being in attendance at both meetings.

It was moved by Bro. Dean, division meetings be held every thirty days, later amended to read every sixty days, commencing March 1st. Same adopted.

In support of his motion, Mr. Dean suggested members be communicated with, given some subject to prepare for discussion at meetings, and in the event member was unable to attend, his proposition to be read. Bro. Hanlon appointed Bros. Young, Dean and Crowther to get together with the membership.

Bro. Eddy, fifth vice-president, briefly outlined conditions at the recent Chicago conference. At the evening meeting, Bro. Eddy gave us an idea of what he had to contend with while acting as a representative of the Telegraphers during the M. & N. A. strike.

General Chairman Bro. Watson announced receipt of letter from General Manager Dyer of the Southern Pacific, in view of reducing wages all crafts. Bro. Watson gave his idea as to about what the general committee would take as a stand.

Grand Secretary and Treasurer Walters spoke on our financial affairs.

Bro. Holden (a Steele Penne), chairman of the Towermen, favored us with his experience, while endeavoring to line up the membership of his craft with our organization.

Another motion was adopted in view of eliminating an undesirable from our seniority list.

Local Chairman Bro. Roberts, of the W.

P., spoke. His topic, "Treat 'em ruff," was well received, and it would be well to apply some of his "snake cure" on our own division.

As a finale allow me to urge that you pay your dues promptly, yearly if possible. Make your New Year's resolution to be: A Websters' member.

P. F. WERNER, Cert. 461.

Northern Pacific Ry., Div. 54.

Yellowstone Division—

As the passing of the cycle of time, we are brought to the beginning of a new year, we should hesitate and take a backward view of things and events of the seven-year cycle just ended with the year 1921. We perceive it is the close of the seven-year cycle since the beginning of the World War. The closing of this seven-year cycle, leaves most all of us with scars of the turmoil of that dreadful period. Let us now take on new hope, that such a recurrence will never trouble this old world.

The path of this Grand Old Organization has not been strewn with roses. However, like our noble armies, that met the German hordes, and came out victorious, so it is with your organization. We have met with a great many obstacles in the past seven years, but thanks to the great fighting spirit of our loyal members, we are still marching onward until the dawn of a new era is appearing on the horizon.

Although we have been attacked from many sources, still your Organization stands aloft, like the giant oak, that grew from the tiny acorn, until it became unbendable by the storms of the ages.

Our membership continually increases, with an unbending faith, until we are today recognized as one of the foremost labor organizations of the country. Why is this? Because our principles are founded upon the solid rock of right, and when you have a foundation of right, you will prevail.

If everyone keeps their faith and trust steadfast with loyalty, we shall continue to go on until the world shall know we are right. Our cause is justifiable before the world, which at present has little conception of our desires and aspirations, which we know is not of a selfish nature, but that we believe in live and let live.

The dues period for the year 1922 is now upon us, and we hope that each one will promptly pay up their dues, thereby justifying our faith. As mentioned in our previous notes, we ask as many as can to join the annual card club, remit your dues for the entire year, and then you can feel with satisfaction you have well done your duty.

May the year 1922 have in store 365 days of joy for all, with best wishes, I am,

Faternally yours,

E. A. BRAND, Local Chairman.

Montana Division—

We closed the year 1921 with the best membership that the Montana Division has ever known, but I regret to say that at the time of writing this letter for the Journal there was three of our members who were still on the delinquent list, although having been urged both by the General Secretary Bro. Nason and myself to get back in good standing. The unfortunate part of this matter is the fact that there seems no good excuse for their having neglected to attend to this matter, as they were working steady and quite able to keep their membership protected. I hope that each one of our members will make a promise to themselves that during the coming year they will not only keep an up-to-date card themselves, but that they will also see to it that any one working at their station has an up-to-date card also, or get busy with them and also advise me so that we can work together. We all know that only from the fact that we have been well organized have we been able to hold what increases we have secured in the past few years, since the railroads have been using every effort the past few months to put us back on the basis we were some twenty years ago. There never was a time when it was more vital to our welfare to be well organized than during these trying times we are now passing through. Don't drop your card in such times as these, but keep up-to-date and see that the other fellow beside you does the same.

I hope that all our members will try and perform their work in a satisfactory way, so that in case anyone gets into trouble, we will be able to make a good showing before the officials, in case of grievance. We want to be able to protect our members, when they are brought in for investigation, but we cannot do this, if they do not try to protect themselves.

You will all note that I have been urging every member on the division during December to kindly donate \$1.20 to the Montana Division "Flower Fund" to build it up again for 1922 to a good working condition as it is very low, and at this writing the response has been very poor over the division. Some have responded very promptly and sent in a year's donation, but we should all support this fund instead of only part of us, so I trust when you read this in the Journal, if you have not already made your donation that you will kindly do so. The past year through having this division fund we were able to pay a sister's dues and M. B. D., so that she and her children would be protected in the O. R. T. for 1921, and we should do so again in 1922, as she is still unable to work and is not likely to be able to work for some months to come. We also have remembered a goodly number of our members and their families both in sickness and death, during the past year, and I am sure

you all want to keep this fund up to a proper standard, and it's only through thoughtlessness that you do not send in your donation to Sister Eva Crawford, our secretary, who is located at Laurel, Mont. Please attend to this and let's all share in this worthy fund. Wishing you all a Happy New Year, I am,

Fraternally yours,
L. C. CARLETON, Local Chairman.

N. C. & St. L. R. R., Div. 57.

Paducah and Memphis Division—

"United We Stand, Divided We Fall."

It is pleasing to note that a number of the brothers are taking more interest in the welfare of our Order. This is just what we want and like to see. Let every member wake up and realize that it is his privilege as well as duty to pull together for the up-building of our good and grand Organization which means so much for our welfare. It has not been too long but what we can remember what our conditions were before the O. R. T. made its appearance on the N. C. & St. L. Who is it that wants to go back in that old "rut?" Long hours—ten, twelve and thirteen hours a day or just as long as the Federal Hours of Service Law would allow us to be worked, small salaries, no seniority, no working conditions, no protection, etc. Brothers, do you want to work under these conditions again? If not, here are a few questions I desire to ask each of you. Questions you can answer to yourself. Are you behind with your dues or Mutual Benefit Department assessments? If so, why? Are you working with a non-member of the Organization, or is there one working at another station near you? Have you ever explained to him the object of our Organization; what it has accomplished on this system during the past four years, and its future hopes? Have you furnished him with application papers and invited him to become a member? If not, why? Answer these questions honestly and conscientiously and act accordingly.

Now, let us all wake up and not expect our local chairman to do it all. All members can be of great assistance. And, not only can be, but should be, as it is your duty, it is your business, in which you have an interest involved to the extent of an organization. It is a protection to man, and commonsense calls for a little effort aside from the paying of dues. It is well in peace to prepare for war, in health to get ready for certain death, in youth to lay up for old age and in the calm to prepare for the storm. Brothers, arouse yourselves, let us be *Union Men* instead of merely card carriers. We have a good set of men on our general committee, who will do all in their power to better our conditions, but we must not look

to them to accomplish all we expect, unless we give to them our most hearty and never-ending support in every move that they undertake. They need our assistance at all times in order to maintain our Organization at its present high standard. Remember our committee is just as strong as we behind it make it. A chain is as strong as its weakest link. Be a willing and a most constant worker yourself and you will be astonished at the benefits that will in this manner come to us. Do not sit back and wait for the other fellow to make a good move; get ahead and keep in the lead.

While there are only a few who find it easier to be carried on our shoulders than to walk with the bunch, we do not always expect this of them, but hope some day they may be able to at least support themselves. Few are open to conviction, fewer still who are lacking in the most primitive instincts of appreciation, gratitude or decency, who are willing to adhere to the organization leech-like and draw sustenance therefrom without contributing so much as one cent to its support. Mr. "Non," compare your working conditions and your rate of pay now with those before your fellow-workers were organized, about four years ago, do you not feel that the difference justifies your holding an up-to-date O. R. T. card?

Our local chairman will gladly furnish you with application blanks and names of the few remaining *nons* upon application, then when you come across one, speak a good word for the O. R. T. and try and wake him up as to where he is drifting, he will appreciate your efforts in his behalf later. Self-preservation is the first law of nature and a man that will not protect himself, it is also criminal.

Revision of our working agreement is now before the United States Railroad Labor Board for decision on a few articles that your committee and the management were unable to agree upon. Having been appealed to the Labor Board for some time, we should be getting the decision in a very short time.

In April, 1918, there was issued as a supplement to THE TELEGRAPH, a book containing Working Agreements in effect on practically every railroad in the United States and Canada. Brothers, take this book and a copy of our present working agreement and compare it with those on other roads, some of which have been scheduled for years, and I believe you will agree with me that ours compare favorably. In fact, it is indeed a good one and let us not lose one single thing which has been granted us in it by inactivity of the smallest nature. Remember, if we do not insist upon its being lived up to to the letter, we cannot expect those who have practically no interest in seeing it so handled make any effort in that direction, and a word to the wise should be more than sufficient in this respect. I have no-

ticed in some few cases where some of the brothers have tried to violate the agreement. Brothers, this is wrong. If we violate it, we cannot expect the management not to do so, therefore, if you know of any violation at any time, either by the men or the management, it is your duty as a member to report same to our local chairman that he may have same corrected.

Eternal vigilance and an active interest as is now being shown by a number of the brothers is what brings the results we wish for. If there were any doubting among us they admit now that the Organization here is a fixture and that it can and will show itself to be as time rolls on a potent factor for good. While there are some more working rules we would like to have, we must not lose sight of the fact that this is our first. We cannot expect to get all we are justly entitled to the first time. The world, you know, was not built the first day. There is only one way to get other working rules that are being enjoyed by our brothers on other roads and that is just the way they got theirs—*A United Front and a Backbone to Back it Up*—therefore, *All Together*, stand solid and back our general committee 100 per cent and our time is coming.

I have heard some few references to Article 7, Paragraph h (three-year clause) of our working agreement. Brothers, to my belief this is one of the best articles we have and if same is considered from all sides, I feel sure you will agree with me. It benefits the majority, old and young, and injures no one. Talk with brothers from other roads with similar rules, which they have had for years, and ask them what they think about it. I have, and find that it is highly favored by them. By referring to the book containing schedules on practically all the roads, you will find that the majority of them have similar rule—most of them have it "the youngest man assigned," while some of them have it one, three and five years' service age.

Another thing I wish to call attention to, while I know of no one doing so on this division, if you run a "ham factory," for goodness sake experience a change of heart, and show your sincerity by getting rid of the "ham" you have in your office. Whenever it occurs to you that it is a part of your business to teach our profession to some good friend, stop and ask yourself this question: What if every operator and agent-operator would teach some good friend" at the same time I am teaching mine, and figure the results. The country would be flooded with agents and operators, which would mean longer hours, less pay, etc. While I think there is no wrong in one teaching his brother or some immediate relative, this should not be done without permission from your President and Grand Secretary and Treasurer. Remember your obligation.

We have one very undesirable *non* on this division; one who has shown the black flag of the pirate and has flaunted it in our faces (you know of whom I speak), thinking to put a feather in his hat by doing so; but instead of this, he is being held in contempt, not only by ourselves, but by other crafts, and to any superintendent, or any man of any depth of thought, an act of this kind could only create one feeling, and that is one of distrust. And again, you may go deeper into this question and reason it out for yourself; that if a skunk like this will stab his fellow worker, he will certainly do his employer dirt also, and is not to be trusted in any respect whatever.

Brothers, how about our meetings? Are you attending any of them? You cannot afford not to attend one once in awhile. Some of the brothers are losing time to attend. Do not be among those stay-at-home fellows, who are always willing to let the other fellow hold up his end and always kicking because he does not hear what is going on within the Organization. Do not expect your local chairman to keep you posted by circular letters as to what is going on. It is no little job for him to sit down and knock off 70 or 75 circulars on a typewriter. The lodge room is the place to put out this information where it can be discussed. We have been having some good meetings with large attendance. Why not continue to have them. Now, let's get down to business and cut out this excuse stuff: "Can't get off today, reports to make out," "Am feeling bad, had a chill last night," "Got an engagement with my girl," "Didn't think of it until too late to ask off." Let us make the meetings all that the name implies. Have a meeting of minds as well as a meeting of persons and have the gathering so large that from the very size of the assemblage inspiration will come and courage and confidence will gain a firmer root as the acquaintance ripens and the understanding broadens through the very potent agency of association. I believe it was agreed at our last meeting that future meetings will be held subject to call of our local chairman. I understand that there will be one held in Trainmen Hall, Lexington, Sunday, December 18th, which will be before you read this. When you receive notice of a meeting you may know that there are matters of vital importance to be placed before you, therefore, you should make every effort possible to be on hand. If you have a grievance take it up with your local chairman. Do not air it out on the street corners or over the wire, creating all the discontent you can, expecting to get it adjusted that way. If it is something you are not sure of, attend your meetings and have it aired out there and explained.

Next and most important of all. By the time this reaches you, we will probably have

received notice of our dues for period ending June 30, 1922. How many are going to take out annual membership cards. By doing so you save trouble for yourself and our General Secretary and Treasurer and expense to our organization. Let me impress upon you the necessity of paying your dues and Mutual Benefit Department assessments promptly. It behooves all to stay in good standing at all times, more so now than ever before. Glance back over our conditions when we had no organization to which we could pay dues. Let us show our General Committee we are behind them 100 per cent by paying our dues promptly. Above all do not let yourself go delinquent. You needed the protection of the O. R. T. in 1921, you will need it more in 1922.

Dues for the next period should be mailed to Bro. I. M. Harris, Huntland, Tenn. If you carry any insurance in the Mutual Benefit Department your assessments should be mailed to Bro. L. J. Ross, Missouri State Life Building, St. Louis, Mo. Remember both have got to be paid before you are in good standing.

It is to the interest of the Order of Railroad Telegraphers to give good service in return for which we are paid. Any well-informed man can tell you that the most competent agents, operators and levermen in the country are found on the oldest organized roads. By not attending to your duty you make it hard on your General Committee. They will soon have to go into negotiation in connection with our new working agreement. You want all they can get for you. Then make yourself an indispensable man to the company and they will have a much easier time getting what we want. Let us all use a little more effort to make our service more desirable, thus lightening the burden on the shoulders of our Committee and at the same time making this division one that can boast of having the best agents, operators and levermen in the railroad service. All unite as one to still better our conditions and surroundings, so that when we get old and have to retire we can look back upon the rough road of the past and say: "We have done our duty and hope the future generations profit by our mistakes as well as by our good deed."

In conclusion, I must say our organization on this division was never in better shape and we hope by the assistance of all we can make the future something to which we can look with admiration. Remember, "United we stand, divided we fall."

CERTIFICATE No. 59.

L. & N. R. R., Div. 58.

Nashville Division—

I wish to extend my best wishes for a happy and prosperous New Year to all. Again we wish to impress upon each and every member that you have two calendar

months in which to pay your dues, and if you will pay up during this time, also return all ballots promptly and acknowledge receipt of letters mailed you, this will do more to help reduce our expenses than any other one thing we can mention.

The meeting of Dec. 6th was by far the best that has ever been held in Nashville, and in future we will have called meetings, subject to the call of the general and local chairmen of the L. & N. and the N. C. & St. L., as it was understood that all future matters that affected one of these roads would be treated as an individual case.

A member who attended the corporated meeting that the company held at Columbia recently, stated that the corporated meeting held at Labor Temple Dec. 6th was comparatively on the same order, and pertaining to some of the same issues.

At the night meeting General Chairman Bray of the N. C. & St. L., and General Chairman Bryant of the L. & N. made some very interesting talks, and pointed out to us what the O. R. T. had accomplished in the short time it has existed on these lines. At the day session Local Chairman Kennedy of the Nashville Division, L. C. Oden of the Nashville Terminals, Assistant Local Chairman Fitzsimmons of the Memphis Line, Assistant Local Chairman Brazzell of the Nashville Division, and Brothers M. F. Whitt, F. W. Beasley and E. S. Kingery of the Nashville Division, made some good talks, and pointed out to the boys why they should be real union men, what a great organization we have, and what we have accomplished by being members of the same.

Our committee has been requested to meet the management again, regarding a reduction in rates of pay for our craft, stating the present financial condition of the road made it necessary. They seem to have overlooked the fact that the Interstate Commerce Commission reports a large increase in railroad earnings for the months of September, October and November. It has always been the desire of the Order of Railroad Telegraphers to give the railroad companies, by whom they are employed, their full co-operation and support in every way possible, and we do not feel that they should constantly be after our committee for a reduction in wages when today we are not receiving a sufficient amount to support and educate our families as they should be.

Again I wish to commend the members of the Nashville Division for the courtesy they are showing the local officials, and the new interest they are showing in their own behalf, and I hope to see it grow each day. Remember, it is just as important to keep up your M. B. D. as your local dues, and we hope there will not be a delinquent member on the Nashville Division on February 28th.

Boys, it is time to wake up. General Order No. 8 will never be issued again. Let's

not go back in the old rut again. If we do, we are stuck for good.

Sister Parker has improved greatly and is at her mother's at South Tunnel.

Bro. Deasy, Dishmukes, is off with rheumatism. Bro. Gilmore's wife reported better. We hope a speedy recovery for her.

R. H. B., CERT. 54.

Kentucky Division—

Business very dull at present; cutting third Ft. Estill Jct., and all three tricks at Flanagan.

C. A. Adams off account sick; also baby very sick.

Dispatcher Clark has gone to Arizona for his health.

Bro. E. C. Herd now in Texas and reported to be improving nicely.

Well, brothers, I have been appointed division correspondent for this division, and any notes you may send me will be appreciated, and will assist me in giving the best write-up possible.

We should all make a drive to get all the nons and delinquents into the fold beginning with the New Year 1922, and make the Kentucky Division 100 per cent O. R. T. About all the nons we have now are the agents at the larger stations, and I believe that most of them will come in by using proper means of solicitation. Most of the old heads held out on account they were afraid that the O. R. T. would not stand, but we should be able to knock that excuse cold now and easily convince them that the O. R. T. has come to stay, and if they still persist in remaining nons, then we should begin at once to apply the motto "no card, no favors," as they have now had the advantage at our expense of the excellent working conditions, and the increased rate of pay obtained for us through the means of our organization.

Now let us get busy and round up every one possible, and also pay our dues promptly for the next half, or better still for the whole year of 1922, if possible.

Will close by wishing every brother and sister on the division a Merry Christmas and a Happy New Year, and will try to have a write-up for each month. M. S. PROCTOR.

Cincinnati Terminal Division—

Wish to call your attention to the importance of paying your assessments which fall due Dec. 31st. It should not be necessary to have to mention this fact to you but I am afraid there will be a few neglectful ones as heretofore. You no doubt realize the necessity of our organization in combating the efforts put forth by our enemies to destroy that which we have fought for years to establish. Labor organizations are no longer an experiment but a necessity that we must have in order that we may receive a just reward for our labor. So let every one show his willingness to support a cause

that means so much to him and his fellow workers.

E. C. SHIRLEY, L. C.

Great Northern Ry., Div. 70.

Kalispell Division—

As the new year draws near I wish to announce to the members that our division is just about 100 per cent solid O. R. T. It is indeed encouraging to hold a meeting like we recently did at Rexford and see the enthusiasm with which our brothers and sisters joined in the discussion of questions brought up. That is the spirit that we like to see, having all take an active interest in their own affairs. If we could only do the same in politics and quit reading scab newspapers and having our opinions formed for us by our enemies we would go a long ways towards righting the wrongs that exist today. Did you ever stop to think what a wonderful and dangerous weapon the public press can be? This same "free press" has been drilling into the minds of the public for months the fact that the hard times of today are due to the wages that are paid to organized workers. We read the propaganda of those that own and control the newspapers until sometimes we actually begin to believe what they say. We hear about the days before the war and how happy we were when there were five men for every job, and then we read the propaganda of back to "normalcy" (whatever that means); we hear much said of a living wage, which I suppose means that we should get just enough to barely live. What the workers of today need is a "saving wage." Why should a worker not be entitled to a little profit on his investment? Why should he or she go through life working for a living wage and when he reaches the point where he can no longer "hit the ball," be cast aside like a broken tool? A worker should be able to save fifty dollars a month to put aside for the education of his children and for protection in his old age.

We have finally practically cut the non-union workers on this division down to two. I have the assurance of one of the nons that he will line up by the middle of January, so that will leave us with just the two regular ones that we are to have with us always. I have the pleasure to inform the membership that it will be "Brother Upjohn" from now on as he came in before December went out so that he might start the New Year right. It is indeed gratifying to have a man that is not even working regularly take out a card. That is the real spirit of "76."

I wish to thank Bro. P. T. Metler for the thoughtfulness and efficiency with which he prepared for the meeting and I am sure that all those present appreciated his efforts. We will try and have meetings at regular intervals so that all members will have a chance to get together and discuss things

and air their opinions, which proves of much benefit to us all. I wish you would send in some notes or anything that you want to appear in print. That's what we maintain this magazine for. It is pretty hard for a bird with a single track mind to get up a good write-up every month. So give me some hints. I wish to thank the brothers and sisters for their vote of confidence that they extended to me at the meeting and I will try and justify it in my actions.

We have a pretty good bunch of law abiding operators on this division and it is not often that we have to be investigated. But any time that one of us is in trouble, take the matter up with your chairmen and they will help you out at all times.

P. A. IRWIN, Cert. 353.

G. & N. W. Ry., Div. 76.

Galena Division—

It was mentioned at the Wheaton meeting that we hold our future meetings there. While I think that Wheaton is a very convenient point, I would not consent to do so until I heard from some of the other brothers who think some other place would be as good. There is good train service at Wheaton and with the electric line, it is very convenient for the East End boys.

I intend at a future date to hold meetings at Sterling and Belvidere and a joint meeting at Crystal Lake, with the Wisconsin Division, so watch for the date and let us all get together and get acquainted.

The time of the year is at hand when the company comes along with the knife, cutting off our help. Let us all do the very best we can to give them a full day's work, live up to our schedule and require them to do likewise. If anything contrary take it up at once. The extra men should get at least 20 days work out of the 30. If you are not getting this advise me. Should any member get into trouble, do not waive your rights for a 5-day period. This will give us time to work up your case. Never resign. When you do this, you are through. While there is life there is hope. Read your schedule, study it, you will learn all of the good features in it; study rule eight and nine. If you are in doubt as to their meaning ask for an explanation. This rule will be further modified to include the town instead of office, with a few exceptions, such as Chicago, Milwaukee and other large places where there are a number of offices.

In the last eight months I have handled many grievances with favorable results, and if you have one that you cannot get action on send it to me. Try and get out to our next meeting. I am sure that you will enjoy meeting your fellow workmen and brothers.

Is there a non or delinquent in your office?

Fraternally yours, J. H. WEIR, L. C.

Iowa and Minn. Division—

In leaving the service of this company and the position wish to say just a few words in parting, and that is, that I wish to thank you each and every one for the loyal support that you have given me from the time I took charge last March.

In that time we have taken in 12 new members and have transferred 3 men from other roads and divisions to the Iowa & Minn.; have collected \$162.00 in initiation fees and now have two men promised to come in December 1st and one January 1st, which will make us 92 men out of 97 and only two of them left that are hopeless.

From being one of the least heard of divisions a few years ago, this has become one of the best divisions on the Northwestern and I wish to say that it is your only salvation to keep it that way as you will have the fight of your lives for the next few years.

At this time I do not know who your next local chairman will be, but whoever he is give him your support, send him copies of bids; find out if the new man is a member or not, and notify your local chairman of these facts and anything else that comes to your notice out of the ordinary.

I wish you all the very best to be had of everything and will be pleased to hear from any of you at any time at my new home at Eldora, Iowa.

E. B. YOUNG, Local Chairman.

Dakota Division—

Another month has rolled around, and I am pleased to inform the brothers of the Dakota Division that we are in better shape than we were six months ago, but I regret to say that we still have a few nons left, and I am unable to see why we should carry them on the list, and not require them to help out with the burden of maintaining our organization.

There is no way that we can demand new schedules, and better working conditions unless we have the "one hundred per cent organization" back of the movement, but this is an old story. The reason why we should keep up our dues, and maintain a big membership at present is to keep what wages we now have, and the good Lord knows that wages are low enough.

Our committee met with the management Dec. 5th, and the outcome of the conference was this: The railroads wish to put our salary back to what it was February 1st, 1920, or in other words, reduce us four cents per hour and also take away all benefits gained through interpretation No. 8. Our committee refused to sign up for any such agreement as this, and now it will be up to the membership to say whether we will be forced to accept this reduction or not.

I have written all nons several times, but most of them have failed to even answer my

letters, advising their reasons for not affiliating with their fellow workmen.

I have also furnished a list of the nons to our General Secretary and Treasurer and he in turn has also written them asking them to come in with us, but still some of them remain out, and be willing to "let George do it."

I wish to ask each member to do me a favor by writing to each non personally, and sending me a copy of your letters. Then maybe when we can advertise them around a little they might be willing to come through and get converted. I have withheld the names of a few nons who have promised to line up, but if they do not make good their promise then their names will be added to the list.

Business has picked up a little on the east end. It will have to pick up a great deal in order to be back to normal, but at that nearly all of our extra men are working.

Was very sorry to hear that Bro. Gilbride has lost his father, who I understand has been sick for some time, and I am taking the opportunity at this time to send Bro. Gilbride our deepest sympathy from each brother on the Dakota Division.

Brothers, keep up your dues, and let us all endeavor to make our division solid, and may the year 1922 bring you all the greatest of success. Wishing you all a Happy New Year, I remain,

Yours fraternally,

H. G. BROWN, Local Chairman.

Duluth & Iron Range R. R., Div. 86.

It seems to me that this division could do quite a bit better than it has for last three or four months. We shouldn't be dead entirely. We do not have to be "reds" to get anything or do anything. Should think we could stick together. It's the members of any organization that make it or put it in the "haywire" class.

To those disgruntled ones: Why don't you ask for a meeting and get your grievances straightened out there, not spread them broadcast and say "no use?" That is about all some of us have heard for past two or three months.

We should keep up our dues and assessments if it is no more than for the insurance. Here is an example: Take any one 27 years of age. About the cheapest insurance at that age is \$1.35 a month or \$16.20 a year. Our dues and assessments amount to \$19.20 a year. There is \$3.00 left that we actually pay for our cause. It seems to me that most of us could spare at least 25 cents each month to help labor.

Let's see if we cannot do better in 1922. If you are not satisfied with your present officers, there is an election coming soon. Use your mouth at the next meeting and your pen when you get your ballots.

CERTIFICATE No. 4.

Texas and Pacific Ry., Div. 88.

Rio Grande Division—

Brother, don't forget your division card and M. B. D. dues. If you have not remitted for this I would suggest that you do so at once and start the New Year right, letting the General Secretary and Treasurer have your remittance for your division card and at the same time mail your remittance for your Mutual Benefit dues to Bro. L. J. Ross, Grand Secretary and Treasurer, St. Louis.

The Rio Grande Division is starting what will be known as the Rio Grande Division Flower Fund. We all know what its purpose is. I shall be glad to receive your donation for such amount as you feel like contributing. I have received up to December 15th, 1921, to be applied to the above mentioned fund, seven and one-half dollars, my receipts numbering from one to nine, inclusive.

The stork arrived at the home of Bro. and Mrs. Paul Frame, of Clyde, Texas, and presented them with a nine-pound daughter, Mary Fern. I wish to extend congratulations to the happy couple, and will state that I am very sorry not to have received the news in time for last month's journal.

Fraternally,

J. B. JARRELL.

Chicago, Great Western R. R., Div. 96. *Western Division—*

It is now Bro. R. A. Shaw, 2nd trick at Harlan, and Bro. Wm. Nutting, leverman, Mason City. We welcome these brothers into the fold.

Last year this Division led all other Divisions in annual paying members. We now lead the other Divisions in having the fewest "nons" and the least delinquents. Let us keep the lead and see to it that our dues are paid promptly for 1922, and as many as can take out annuals. If you cannot afford the annual, then buy your semi-annual dues without waiting to hear from the General Secretary or the Local Chairman.

An O. R. T. meeting was held at Clarion Sunday, Dec. 11th. Short talks were made by members present relative to conditions surrounding their immediate position and they were also requested to give their view on proposed reductions in salaries. After these talks were concluded, General Chairman Coleman gave a very interesting talk on labor conditions in general. A list of the nons and the delinquents was read, and the general opinion prevailed that there was positively no excuse for nons and delinquents. At our next meeting to be held some time after the first of the year, it is expected that we will have a grand officer to address us. It is to be hoped that the members will show more interest and all that can possibly get away attend this meeting. In the meantime let every member do his part in ridding the line of nons. Those present at Clarion were: A. L. Coleman, A. L. Kinson, W. C.

Ralston, M. C. Severson, C. R. Vance, F. A. Dittman, J. H. Lucksinger, J. F. Fields, John Roelfsema, P. J. Powers, W. A. Hurd, C. F. Hewitt, S. A. Bolks, J. M. Poole, T. L. Rogerson, F. D. Vanderhoef, J. A. Jahnke, A. R. Campbell, G. A. Barnes, L. S. Lieneman and L. B. Anderson.

A joint O. R. T. meeting was held at Mason City with the C. M. & St. P., Sunday, Dec. 4th. We did not get to go but understand a good meeting was enjoyed. It is expected that an O. R. T. Club will be organized at Mason City, taking in members from the different lines coming in there. Bro. Geo. Casey, assistant local chairman, Mason City, is a live wire, and he says he is going to have the Hayfield solid O. R. T. the first of the year. Hop to 'em, George. CERT. 368.

M., St. P. & S. Ste. M. Ry., Div. 119.

In order for our membership to be familiar with what is going on in the way of further reductions in rates of pay as proposed by the management, I am taking these means of advising you.

Under date of November 21, 1921, we were served with a thirty-day notice by the management of their desire to negotiate a revised wage scale that is just and reasonable from their viewpoint. Under date of December 15, 1921, we met the management for the purpose of receiving their proposition. The proposition as proposed by the management was as follows: Restore rates in effect as of 12:01 a. m. March 1st, 1920, also withdraw increases applied to positions under Interpretation No. 8 to Supplement No. 13 of General Order No. 27. If we are compelled to submit to their contentions as contained in their proposition, this will mean a further reduction to be applied to all positions of four cents per hour. Interpretation No. 8 was based upon Sunday services rendered and the decrease in our rate of pay will range from a minimum of one-fourth cent per hour to a maximum of eight cents per hour. Interpretation No. 8 affected about forty per cent of the positions. We advised you that if we submitted to the reduction in rates of pay that went into effect July 1, 1921, we would be confronted with a further reduction in our rates of pay. It is now proven that we were correct. We again advise you that if we submit to the reduction as proposed by the management at this time, we will be confronted with a further reduction in our rates of pay. The entire membership should wake up to what they are confronted with and make preparations to combat the matter of further reductions in our rates of pay in case they are so ordered by the executives of our organization, as you are the ones directly affected, and it depends upon your actions as to when the halt is to take place. Yours fraternally,

G. W. LEWIS, General Chairman.

Wisconsin Division—

The dues-paying period has again arrived and I desire to call your attention to the rule requiring the payment of dues and M. B. D. assessments. Dues to be sent to Bro. F. C. Paine, G. S. & T., at Erskine, Minn., and M. B. D. assessments to Bro. L. J. Ross, Grand Secretary and Treasurer, Missouri State Life Building, St. Louis, Mo. If at all possible to do so, get an annual. This will eliminate a great amount of work at both offices and will also save you a little time and money.

A very enthusiastic meeting was held in the Richmond Halls, Minneapolis, Dec. 4th, sixty members being present, and apparently all of the brothers were well satisfied with the information which they obtained, Bro. Lewis, general chairman, giving them a full outline of the conditions which are now existing.

It was impossible for me to attend this meeting on account of regular Sunday trains which are due on my trick, but am pleased to hear that so many of you were out, and desire to have all of you turn out in such manner at any of our other meetings which are to be held in the future.

The following brothers were contributors to the flower fund since the last report:

Bro. J. L. Freeborn.....	\$ 0.50
Bro. A. M. Sale.....	1.00
Bro. M. J. Cronnick.....	1.00
Bro. J. Cronnick	1.00

Total	\$ 3.50
Last report, cash on hand.....	\$27.48

Cash on hand Dec. 15, 1921.....\$30.98

Brothers, please remember that we should endeavor to get the few remaining nons, and also the delinquents to pay up. I am doing all I can, and I ask your co-operation so as to have the old W. & P. solid O. R. T.

A. V. SEIFERT, Local Chairman.

Lehigh Valley R. R., Div. 124.

Every meeting was a huge success. The halls were crowded to their capacity wherever they were held. Some brothers who had never attended or thought they could get to an O. R. T. meeting before were there, deeply interested in what was being said and what had been done for them, each one realizing that it was their own individual welfare that was being looked after; hearing matters talked upon that they never had the least idea was in the making, of grievances that had been satisfactorily settled in the men's favor. When the meeting was opened for general discussion, all present could speak only words of praise for what had been accomplished. So it went, as meeting after meeting was held always a large crowd present, a jolly, happy and satisfied gathering of brothers and sisters. At last there were no more grievances. We were one hundred per

cent organized, a non was as scarce as a hen's tooth. All non-members had begged us to send them an application to join, to which we complied, and their applications had been returned by return mail, every man at last realizing his mistake by not joining before. The shoulder of every brother and sister was at the wheel and the old O. R. T. wagon was rolling merrily along. All were pushing the same way instead of some pulling the other way, as had been done in the past.

As it was the time for payment of dues when these meetings were being held, all present demanded an opportunity to pay their dues for the year at this time in order that they might receive their new card before the first of the year.

Resolutions were adopted that in the future meetings should be held regularly, once each month at least, and more often if it was deemed necessary, and that larger halls be secured to accommodate the crowds that would be present. A movement was also started whereby the members demanded that each one of them should contribute a certain amount each month until enough money had been raised in order that we might erect buildings of our own for meeting places on

each division of railroad. Such was the enthusiasm of each and every member, all acting in unison toward the same goal, which they all knew could be reached in no other way. PLEASE GO AWAY AND LET ME DREAM. CERT. 22.

Northwestern Pacific Ry., Div. 165.

Members Division 165—

At the beginning of this New Year let us take stock and endeavor during the next twelve months to practice the idea of co-operative effort for the benefit of all. We held our organization together splendidly during the trying times of 1921 and I sincerely hope, for the good of our craft, that we will continue with solid ranks throughout 1922. Only in our united strength can we obtain that which our labor entitles us to. To our employer we will give our best and hope that in appreciation thereof they will treat us in a "man to man" fashion and on a "live and let live" basis.

The officers of this division extend the heartiest season's greetings to all our loyal brothers and wish you one and all health and prosperity.

E. L. ELY, General Chairman.

In Memory

of Brother C. G. Kelso, General Chairman Division 32

Do not grieve because our loved one,
Early found the Gates of Gold,
Early left his little family,
For the blessing of the fold.

He has filled his earthly mission,
Sealed his book and gone to rest,
God has called him, "Come up Higher."
Do not question, He knows best.

Little children Father's waiting,
In the home not made with hands;
Looking, watching for his beloved one,
Weep not, Jesus understands.

Years ago these words were spoken,
"Let the children come to Me,"
In His earthly arms He clasped them,
Took and blessed them tenderly."

"For of such is the Heavenly Kingdom,"
What a solace in your sorrow;
Knowing He will watch and keep,
Our beloved until the morrow.

Happy family then united,
All life's trails and sufferings past.
No more death or separation,
Home with Jesus; home at last.

By W. C. Richter, Cert. 530, Menfro, Mo.

What You Read Is What You Are

Make no mistake about that!

You may imagine that you can read lying propaganda day after day without being influenced by it—but you will be dead wrong if you do!

You cannot take your propaganda or leave it alone.

Sooner or later it is going to get you, unless you safeguard yourself with the necessary antidote.

The influence of propaganda is cumulative. Little by little, day by day, it seeps in and chloroforms the mind.

As constant dropping of water wears the stone, so the constant, continued dropping of propaganda upon the human consciousness colors it, shapes it and forces it to action.

If workers have lost anything of value during the last two years, it is because of the bitter and unjust treatment they have received from the daily press, the periodicals controlled by employers, the engulfing stream of lies that has flowed out from propaganda mills until truth has been fairly inundated.

There is no sign of an abatement of this subtle attack upon workers. They are now facing the most crucial period of the entire labor movement.

If they are wise, they will take a leaf out of their enemies' book and do a little propagandizing in their own behalf.

For their own protection, they should be readers of publications that tell the truth and struggle for social and economic justice.

Every worker in this country should be a regular reader of

LABOR

The Official Washington Newspaper of the
Sixteen Standard Organizations of
Railway Employees.

It is published by the workers for workers. It accepts no advertisements and expects no profit. It has but one reason for existence—to tell the truth, to put the workers' case before the public, to counteract as far as possible the misinformation that is disseminated by those who would reduce toilers to the status of slaves.

The regular subscription price of LABOR is \$2.00 per year, but a special rate of \$1.50 is granted to lodges which subscribe for their entire membership, or appoint committees with instructions to solicit subscribers. Because of the peculiar form of organization of the Telegraphers, President Manion has made arrangements with LABOR by which Telegraphers can secure the benefit of the \$1.50 rate. You may send your subscription either to the Grand Lodge, your General Chairman, or to LABOR, 401 Machinists' Building, Washington, D. C.

Subscribe for LABOR today, using the coupon.

LABOR,
Machinists' Building, Washington, D. C.

I realize the need of a press that is friendly to the workers, and desire to become a regular reader of LABOR and send herewith \$1.50, covering a year's subscription.

Name

Street and No.

Town or City.....State.....

I am member of.....

Make money orders and checks payable to Treasurer, LABOR.



Assessment No. 149 was due Jan. 1, 1922. Time for payment expires February 28, 1922. All remittances for Assessment No. 149 must be accompanied by the assessment slip signed in ink.

AMOUNT OF ASSESSMENTS.

On \$ 300.00 (Series A).....	\$2.40 per year
On 500.00 (Series B).....	3.60 per year
On 1,000.00 (Series C).....	7.20 per year

BENEFITS PAID IN NOVEMBER, 1921.

Claim No.	Name.	Cause.	Div.	Cert.	Series.	Amount.
*3582	Henry A. McCormack.....	Acute Endocarditis.....	43	587	B	\$ 400.00
3669	George A. Everitt.....	Chronic Interstitial Nephritis... 17	242	A		300.00
3670	Wm. A. Lewis.....	Cerebral Apoplexy.....	29	1264	B	500.00
3672	Clinton E. Henry.....	Diabetes Mellitus.....	35	1679	C	1,000.00
3673	Thomas V. Toyer.....	Pneumonia.....	11	686	B	500.00
3674	Jos. J. McDonough.....	Ulcer of Stomach.....	G	243	A	300.00
3675	Jos. Chouinard.....	Pneumonia.....	11	1911	A	300.00
3678	Wilbur M. Milam.....	Cerebral Hemorrhage.....	76	458	C	1,000.00
3679	Emma L. Frese.....	Cholecystitis.....	22	889	B	500.00
3680	Jane E. D. Anderson.....	Infection of stump from Amputated Leg.....	26	187	A	300.00
3683	Earl Anderson.....	Eucithalitis.....	54	2122	C	1,000.00
3684	Edson Hazen.....	Suicide.....	53	5	C	1,000.00
3687	Irvin E. Poulson.....	Cerebral Tumor.....	36	132	C	1,000.00
3695	Alexander P. Tait.....	Pernicious Anemia.....	G	22	C	1,000.00
3699	Charles G. Kelso.....	Abscess on Lung.....	32	25	C	1,000.00
						\$10,100.00

FINANCIAL STATEMENT MORTUARY FUND.

Receipts.

Received on assessments, to November 30, 1921.....	\$3,013,196.34
Received on assessments December, 1921.....	21,188.57
	\$3,034,384.91

Disbursements.

Death claims paid to November 30, 1921.....	\$2,333,798.87
Death claims paid in December, 1921.....	10,100.00
Assessments refunded account rejected applications.....	5,946.67
Assessments transferred to dues.....	430.79
Balance cash on hand credit Mortuary Fund, December 31, 1921.....	684,108.58
	\$3,034,384.91

*In settlement.

LEONARD JACKSON ROSS,
Secretary and Treasurer,
Mutual Benefit Department.

Hamilton Watch

"The Railroad Timekeeper of America"



This Engineer Believes In Good Companions For His Three Boys

Engineer William E. Loco, who runs a Chicago and Northwestern train out of Chicago, has been railroading for forty-five years.

For twenty-one years he has carried the same Hamilton Watch, and it has always served him faithfully.

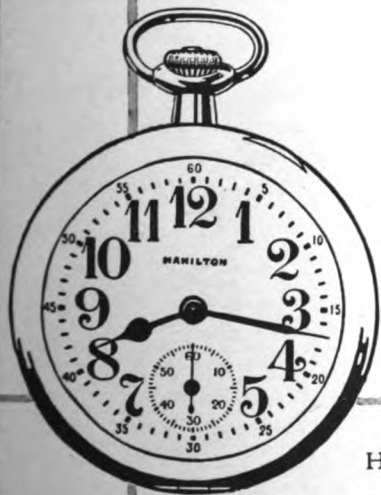
In fact, so accurate and dependable has he found it that he has made it a pleasant duty to present each of his three sons with a Hamilton as they came of age.

There is nothing uncanny about the phenomenal timekeeping qualities of any specific Hamilton Watch. The fact that Hamilton Watches are built around the requirements of the Railroad man makes them uniformly accurate.

The factory's guarantee of satisfaction is backed up by the jeweler from whom you buy your Hamilton. A Hamilton Watch is never an orphan. It is born with a pedigree—and it will live up to its reputation for enduring, accurate service.

That is the kind of watch you need.

When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



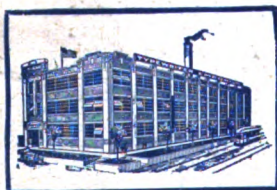
HAMILTON WATCH COMPANY,
Lancaster, Penna., U. S. A.



Actual photo of one of our rebuilt Underwood Typewriters.

\$3
DOWN

Puts It In Your Home Direct From Factory to You



All shipments made direct to you from our big modern factory (shown above)—the largest typewriter rebuilding plant in the world

YES, only \$3 brings you this genuine Shipman-Ward Rebuilt Standard Visible Writing Underwood direct from our factory, and then only small monthly payments when you are using it makes it yours. Genuine New Underwood parts wherever the wear comes—thoroughly tested—guaranteed for 5 years.

Standard Underwood Typewriter

Rebuilt like new. Every typewriter is factory rebuilt by typewriter experts. New enamel—new nickeling—new lettering—new platen—new key rings—new parts wherever needed—making it impossible for you to tell it from a brand new Underwood. An up-to-date machine with color ribbon, back spacer, stencil device, automatic ribbon reverse, tabulator, etc. In addition, we furnish **FREE**, waterproof cover and a special Touch Typewriter Instruction Book. You can learn to operate the Underwood in one day.

Easy Payments

You don't even have to scrimp and save to pay cash. Instead, you pay only a little each month in amounts so conveniently small that you will hardly notice them, while all the time you are paying, you will be enjoying the use of and the profits from the machine.

10 Days Free Trial

Remember, you don't even have to buy the machine until you get it and have used it on 10 days' free trial so that you can see for yourself how new it is and how well it writes. You must be satisfied or else the entire transaction will not cost you a single penny.

Typewriter Emporium, 2401 Shipman Bldg., Chicago
SHIPMAN-WARD MFG. CO. Montrose & Ravenswood Aves.

Bargain Offer Coupon

Don't delay! Get this wonderful easy payment bargain offer now, so you can send for and be sure of getting your Underwood at a big saving and on our easy terms.

Act now—today

FREE TRIAL COUPON

Typewriter Emporium
SHIPMAN-WARD MFG. CO.
2401 Shipman Bldg., Chicago

Send by return mail Easy Payment Bargain Offer No. 2401 of a Standard Visible Writing Underwood. This is not an order and does not obligate me to buy.

Name.....
Street or R.F.D. No.

City..... State.....

VOLUME
XXXIX

FEBRUARY

NUMBER
TWO

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY IN St. LOUIS, MO.,

By

The Order of Railroad Telegraphers

Subscription Price

\$ 1.00 Per Year.

1886

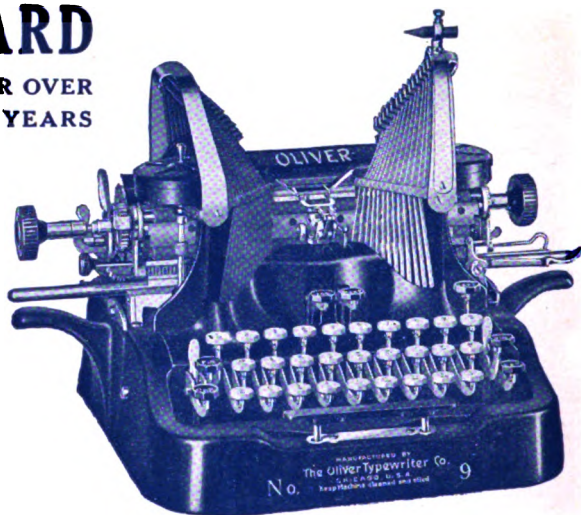
1922



Entered as second-class matter under Act of August 24, 1912, on January 30, 1913, at the Post

Acceptance for Mailing at Special rate of Postage provided for in Section 1103, Act of October 3,

**STANDARD
PRICE FOR OVER
25 YEARS**
\$100



NOW
\$49⁵⁰
CASH

**or \$55 on Monthly
Installments**

Buy Direct From the Factory and Save \$50⁵⁰

This, you will agree, is the most liberal typewriter offer ever made. And it is made by one of the foremost manufacturers.

A standard \$100 typewriter for only \$49.50! That is the amazing price appeal. Direct from the factory to you for free trial—that is the simplified plan of selling.

This is a daring offer. Only the finest typewriter could be sold this way. We let the Oliver sell itself. You are the sole judge. Keep it or return it.

Free Trial

The coupon brings it for free trial. Try it for five days. Compare it. Then, if you agree that it is the finest typewriter, regardless of price, and if you want to buy it, send us \$49.50 cash. If you want to pay on installments, send \$3 after trial, then \$4 per month until \$55 is paid.

If you want to return it, ship it back at our expense. We even refund the outgoing transportation charges, so you do not risk a penny in the test.

You save all the selling cost. That accounts for the half price. You deal direct with the manufacturer.

The Oliver would still be priced at \$100 if it were sold in the usual manner. But we found that it was unnecessary to have a large force of expensive salesmen and costly branch houses in over 50 cities.

We subtract the selling expense from the \$100 price, and you keep what it would otherwise cost us to sell you an Oliver.

Yet you get the identical \$100 Oliver, the finest ever built—speedy, durable, easy to operate and a producer of extra fine work.

Easy Terms

At the cash price or the installment price you get a finer typewriter than twice the amount would bring if you bought in the usual manner. Even a rebuilt typewriter costs more than a brand new Oliver.

Remember, this is the standard Oliver used by some of the foremost businesses in the country, a ma-

chine which for years has been a leader. Over 900,000 have been sold.

Thousands are buying this new and easy way and saving the unnecessary selling costs. You should never consider paying \$100 for a typewriter without knowing the Oliver first.

Send No Money

Just mail the coupon below. It brings EITHER an Oliver for Free Trial or Further Information. Check which you wish. And remember, you are not put under the slightest obligation to buy.

Mail the coupon now, so as to bring the early delivery of your Free Trial Oliver.

Canadian Price, \$79

The OLIVER Typewriter Company
1502 Oliver Typewriter Bldg.,
Chicago, Ill.

THE OLIVER TYPEWRITER COMPANY.

1502 Oliver Typewriter Bldg., Chicago, Ill.

☐ Ship me a new Oliver No. 9 Typewriter for five days' free inspection. If I keep it I will pay \$55 as follows: \$3 at the end of trial period and then at the rate of \$4 per month. The title to remain in you until fully paid for. If I make cash settlement at end of trial period I am to deduct ten per cent and remit to you \$9.50.

☐ If I decide not to keep it, I will ship it back at your expense at the end of five days.

My shipping point is _____

☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalog and further information.

Name _____

Street Address _____

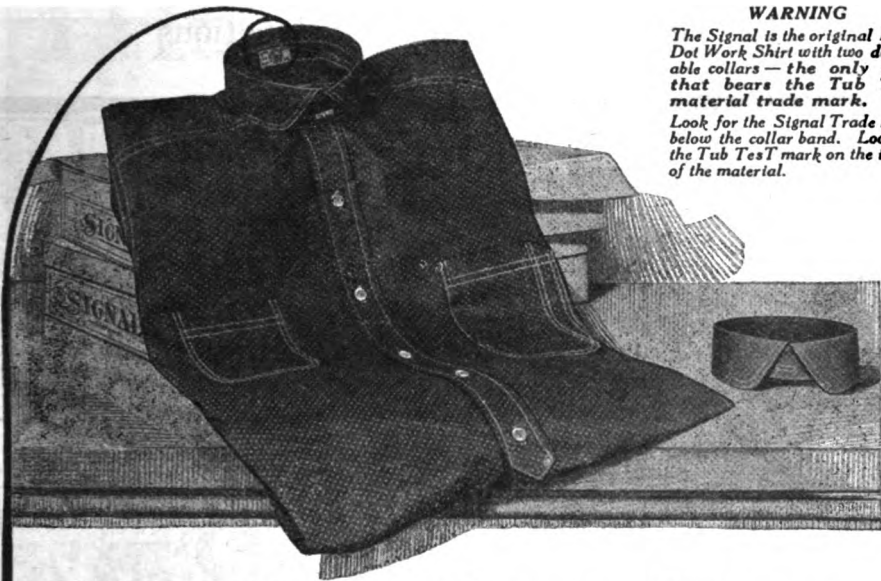
City _____ State _____

Occupation or Business _____

WARNING

The Signal is the original **Polka Dot Work Shirt** with two detachable collars—the only shirt that bears the **Tub Test** material trade mark.

Look for the **Signal Trade Mark** below the collar band. Look for the **Tub Test** mark on the inside of the material.



The Only Sure Check On **Signal** Quality

SIGNAL Quality is worth asking for. The Signal Trade Mark is the one guarantee of Signal Quality. For twenty years Signal Shirts made of the famous Tub Test fabrics have been giving the utmost in wear and satisfaction to men who need and know good work-shirts.

Today—because of their long wearing, sturdy dependability—Signal Shirts are known as real economy shirts. A trifle higher in price, Signal shirts wear longer and cost less in the long run.

Demand Signal Shirts for their durability, their fit, their style, their comfort. Look for the Signal Trade Mark—it is your only sure check on Signal quality.

Made in several patterns with two detachable laundered collars, or soft collars attached.

Ask your dealer or write us, giving your size and your dealer's name

TRADE MARK

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HILKER WIECHERS MFG. CO., Racine, Wis.



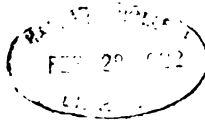
Signal

SHIRTS & OVERALLS

Getting the Junk for Injunctions

By Courtesy of The American Federationist





THE RAILROAD TELEGRAPHER

E. J. MANION, Editor and Manager.



115

Vol. XXXIX

FEBRUARY, 1922

No. 2



NUTS TO CRACK

Mr. McAdoo, in testifying before the Senate Committee, summed up all the contentions of the Railroad Executives in the following two statements. He proved the utter falsity of the claims made by those who testified for the Railroad Executives by quoting from the record made by Railroad Executives themselves and then left them to answer. Never was there a more smashing rejoinder made to a set of calumnies. It is now up to the defamers and traducers of the record to answer.

"Railroad men ran the railroads of the United States when I was Director-General, and if they were inefficient or disloyal to their Government, they must answer to their consciences. But I have said that I believed them to be both loyal and efficient, and that the remarkable results achieved in 1918 conclusively proved they were.

• • •

"The issue is inescapable, if there was in 1918 extravagance and inefficiency, these railroad executives were guilty of it, and if they were not guilty, then they are now, for their own purposes, guilty of an attempt to smirch the record. What excuse can they offer for their reckless and indiscriminate criticism of the operation of railroads under Federal control?"

German Railroaders Strike

The recent general strike of railroad workers in Germany had been brewing for some months and was caused by economic conditions existing in that country which the press of this country failed to note at any time either before, during or since the strike.

The direct and chief contributing cause of the strike happening when it did, was the action of the government in attempting to seize the funds of the railroad workers' unions and to imprison the leaders of those unions. When the actions of the government in those respects became known the reaction of the workers was immediate and general.

For months past in Germany the cost of living has been going up—sometimes over 100 per cent in a week. No man could be certain that the money he got on Saturday would buy half as much as the same amount did the previous Saturday. Money wages became a joke, and worse, and advocates of payment in kind (house rent, clothing, food) in stated amounts instead of money, as payment for wages, appeared among the workers and, given a respectful hearing, were making considerable headway.

To all the complaints of the men concerning the situation the government gave answer in words and more words, meaningless words, about "public service," "employees of the government," "patriotism" and so forth, which, of course, answered no complaints and settled nothing.

The conditions to which the men were subjected as the result of the rise in prices, caused by the fall in value of the mark, became ever more burdensome, and to the indignation of the men thereat was added fuel in tentative attempts of the government to turn the roads over to Stinnes, and his crowd of financial swashbucklers, to run as a private business. When the men heard of what was going on, the government was told in few words that to try to turn the people's railroads over to Stinnes and his crowd would mean a general strike.

The government temporized, decided that it would not listen to Stinnes, but, nevertheless, listened and, in its desire to have an excuse for turning over the roads to Stinnes, claimed it could not afford to pay living wages and that the railroad workers should not threaten strike because they were employees of the government and did not have the right to quit without permission.

The leaders of the men continued to press the demands of the men for a stable wage and were conciliatory in attitude, holding that the apparent and evident necessities of the men called for relief and that the government should stop talking and do something.

The government, feeling itself powerful (after the use of a tremendous propaganda against the men), declared that if the men struck they would be summarily dealt with by imprisonment and other forms of punishment, and demanded that the men keep on working even though prices were

continually rising, as the government could not and would not attempt to either raise or stabilize wages. The members of the government uttered cryptic remarks about an alleged "economic law" and other things of a like indefinite nature, and ended up by threatening the railroad workers with awful penalties if they did not lie down and be good.

The men still persisted in their demands for a settlement. Of a sudden the government swooped down on the funds of the men and attempted to arrest the leaders, whereupon the officials of the engineers' branch of the general railroad workers union called a strike on all roads. The engineers walked out and were followed by all other employes in short order, so that within 48 hours the tie-up of the roads was complete.

Then workers in other lines began following suit and the strike spread to and among all workers. The government was compelled to yield and settle with the railroad workers, whereupon the general strike was called off.

One of the results of the strike has been the expulsion from the Harnessmakers Union, of Ebert, Social Democrat and President of the Republic, for his attempt to intimidate the railroad workers.

BE A CITIZEN!

Citizens of the United States and Canada are more fortunate than the residents of less favored nations; they have certain political privileges, certain rights, that are peculiar to the representative form of government. They likewise have citizenship duties to perform—every right brings its consequent duty.

We have been taught from childhood that we, the electorate, are the real rulers of our nation. We are therefore responsible to ourselves for our every act as citizen or ruler. Our acts today, the way we cast our ballots, our approval or disapproval of the elected officers, affect not only ourselves, but likewise affect our neighbors, our families and our posterity.

Labor as a class composes four-fifths of the population and because of this fact should be termed "the people."

We are fortunate at the moment in one respect. Due to the "mistake of 1920," the avowed enemies of the people have become bolder and have come out into the open in their vicious attacks. It is always easier to charge an enemy in the open than to prevail against one strongly entrenched. For this reason our duties as voters during 1922 will be more easily fulfilled than at any previous election.

The first requirement of a citizen is to vote intelligently. In order to vote it is first necessary to register, and in some states to pay poll-tax.

It is of vital importance that every member of the Order register or otherwise qualify himself to cast a ballot—THEN TO CAST IT AGAINST OUR AVOWED ENEMY. We may never again have such a splendid opportunity of retiring from public life by the peaceful means of the ballot so many open champions of organized greed.

The future of the entire human race depends upon active participation in every election by members of Organized Labor. We must choose friends of Labor for every elective office. We must choose them from our own ranks or from the ranks of such statesmen as Bob LaFollette and others whose entire political life has been spent in the cause of democracy.

Therefore, REGISTER AND VOTE

President Manion Writes Board

On February 7th, 1922, the Railroad Labor Board adopted resolutions fixing March 6th to hear the representatives of carriers and employees who have filed applications for decreases or increases in wages.

Upon receipt of notification of the action of the Board, President Manion sent the following letter protesting against horizontal reductions and increases, and further demanding rectification of the present unsatisfactory conditions concerning classifications in offices and on roads. His letter is to the point and well worth your reading as stating the position of the Order of Railroad Telegraphers.

St. Louis, Mo., February 11, 1922.

Mr. C. P. Carrithers,
Sec., U. S. R. R. Labor Board,
Kesner Building,
Chicago, Ill.

Dear Sir—

The Order of Railroad Telegraphers is in receipt of copy of resolution adopted by the United States Railroad Labor Board under date of February 7, 1922, to-wit:

RESOLUTION.

"Whereas, the Labor Board has received applications for a decrease in the wages of certain classes of employees of the following carriers," then the Board names practically every first-class road in the country, and continues:

"Whereas, there has been filed with the Labor Board, by the following organizations, applications for increases in wages of certain classes of employees," and names a number of organizations, including the Order of Railroad Telegraphers.

The Board then proceeds as follows:

"Whereas, each carrier has a dispute with one or more of the organizations, and each organization has a dispute with one or more of the carriers, and,

"Whereas, the Labor Board has information to the effect that a number of other carriers are about to file applications for a decrease in wages of certain classes of employees; and that the organizations herein named and other organizations are about to file applications for an increase in the wages of certain classes of employees on various carriers, and,

"Whereas, the Labor Board will have decided the disputes now before it as to what shall constitute just and reasonable rules governing working conditions for such classes, before the issuance of the decision on the wage disputes hereinabove referred to, and,

"Whereas, the Labor Board has been informed that a large number of carriers have reopened or are about to reopen negotiations with the representatives of the employees in train and engine and yard service, for the purpose of considering just and reasonable wages and rules governing working conditions of those classes, and,

"Whereas, in the judgment of the Labor Board, it is desirable that

this Board hear at one time the disputes with reference to decreases and increases in wages of classes of employes other than those in train and engine and yard service.

"Therefore, be it resolved:

"(1) That the Labor Board will, commencing 10 a. m., Monday, March 6, 1922, hear the representatives of all carriers and employes who have filed applications for decreases or increases in wages (except those in train and engine service and yard service) on or before Monday, February 20, 1922.

"(2) That the Labor Board will not at this time undertake to limit the period of oral presentation and argument of any party to the dispute, but hereby calls upon the employes and carriers involved for such suggestions as they may desire to offer to assist the Board in determining and setting a reasonable period of time for such oral presentation and argument. Evidence to any extent desired by either party may be submitted in writing, furnishing the other interested party with copy thereof. All such evidence must be submitted prior to close of hearing.

"(3) That all such disputes must be filed in accordance with the rules and regulations of the Labor Board issued as of October 6, 1921, and must be accompanied by application for decision prepared in conformity with Form RLB-101 of the Labor Board."

We note that hearings will be held on this citation commencing 10 a. m., Monday, March 6, 1922, and train, engine and yard service employes are exempted from said hearings on the ground that the Labor Board is informed that a large number of carriers have reopened, or are about to reopen, negotiations with representatives of the employes of the train, engine and yard service employes for the purpose of considering just and reasonable wages and rules governing working conditions with those classes.

The assumption naturally follows and is a fact that the carriers here cited with whom the committees of the Order of Railroad Telegraphers have conferred did not in conference consider or attempt to establish just and reasonable wages, but on the contrary, assumed an arbitrary attitude whereby they demanded a decrease in wages applicable to all employes alike; viz., four cents (4c) per hour, except on railroads where Interpretation No. 8 applied, in which cases an additional demand was also made that the employes affected be reduced in the amount of increase which accrued under the application of Interpretation No. 8 to Supplement No. 12. No valid reason or logical argument was advanced by these carriers to our committees in support of the demand for wage decrease, and in fact the only argument advanced in practically all of the cases, was that the carriers must decrease the wages of the employes in order to grant relief to the public in the way of reduced freight and passenger rates and that the amount of such reduction in freight and passenger rates must be contributed by the employes from their wages. The justness and reasonableness of present wages was not considered, nor was the inequality in rates as between positions of the same class on the same railroad or as between the different railroads, but instead a horizontal decrease is demanded without regard to the inequalities now existing, or the inequalities that such proposed reduction will create.

In direct contrast to the attitude of the carriers, the General Committees of the Order of Railroad Telegraphers were instructed by the Chief Executive Officer of our organization to analyze on each system of railroad, the entire wage fabric, as applicable to our classes; to compile a revised wage scale showing each position with its present wage and to prepare a new wage scale based upon the duties and responsibilities of each position, with due consideration for the skill and training required, degree of responsibility and other relevant factors entering into the proper

classification of each position, in order to establish a just and reasonable wage for each position, and proper differentials between the positions and the classification of positions of similar scope and responsibility on a comparable basis, all of which has been submitted to the railroads with a request by our committees that this proposition be considered and a fair and equitable wage established for each position, based upon the factors of the Transportation Act which are applicable to our classes of employees.

The railroads have declined to enter into such a discussion with our committees and have elected to submit their entire proposition to this Board for decision without complying with the provisions of Section 301 of the Act in exerting every reasonable effort and adopting every available means to adjust the wage question on the ground.

For the information of the Labor Board I beg to state that on December 4, 1919, the officers of the Order of Railroad Telegraphers appeared before the Board of Railroad Wages and Working Conditions, then functioning under the supervision of the United States Railroad Administration, and requested a complete revision of the wage scales then obtaining upon the several railroads in the United States and the establishment of certain standards of wages applicable to twenty-two classifications which, in our opinion, would have operated to create equitable and proper classification and minimize the number of complaints which were then, and are now emanating from our constituents because of the unjust and unreasonable wage classification existing on the railroads in the country. The Board of Railroad Wages and Working Conditions referred our submission to the Director General of Railroads, who in turn referred it to the bi-partisan committee created by the President of the United States, which committee failed to make any adjustments of the wage question referred to it by the Director General and as a consequence, the proposition originally submitted to the Board of Railroad Wages and Working Conditions was re-submitted to this Honorable Board on May 1, 1920.

The United States Railroad Labor Board in its Decision No. 2, failed to give recognition to the request of The Order of Railroad Telegraphers for the establishment of standard rates of pay and proper classifications for the employees whom we represent, but instead did grant a horizontal increase in wages effective May 1, 1920, which, of course, in no wise relieved the situation in so far as inequalities in wages as between positions and railroads were concerned.

Again in Decision No. 147 the United States Railroad Labor Board authorized a decrease in wages on a horizontal basis which had exactly the same effect respecting differentials and improper classifications as did Decision No. 2.

We are now again cited to appear before the Board, and your order of citation declares: "It is the judgment of the Labor Board that it is desirable to hear at one time the disputes with reference to decreases and increases in wages or classes of employees other than those in train, engine and yard service."

It is proper to assume from the language of your order that it is the intention of the Board to again hear arguments of a general nature on the wage question both for increases and for decreases, and that the Board contemplates making a decision which will encompass all classes of employees and which will be predicated upon a horizontal decrease or increase in the present rates of pay.

The Order of Railroad Telegraphers most emphatically protest against any further procedure of this character until such time as inequalities now existing have been eliminated and the proper classifications established, and the provisions of the Transportation Act, as we interpret it, have been fully and properly complied with.

At the present time there are some one hundred and eighty-five different rates of pay in existence among the classes represented by The Order of Railroad Telegraphers. No two railroads in any given territory pay the same rates of pay, nor in

fact, no two railroads in the United States pay the same rates to the same class of employes. We have differentials between employes of the same class on the same division of a railroad, and we have differentials of employes of the same class in the same office of the same railroad. We have differentials in the pay of employes of the same class on one railroad paralleling another, and differentials in the pay of employes of the same class on the same track at the same station, both performing the same work.

A most unsatisfactory condition obtains among our classes in view of the fact that we have not been able to establish anything resembling a standardization of pay or a proper classification of the positions, and until this most unsatisfactory condition is rectified, there can be no just or reasonable rates established by the United States Railroad Labor Board or any other agency, and a greater measure of dissatisfaction must necessarily ensue from any decision of this Board which attempts to readjust wages on a horizontal basis of application.

The Order of Railroad Telegraphers requests and insist that wage cases of each carrier be taken up individually and adjusted on its merits, otherwise any decision this Board predicated on any other principle will be simply farcial.

The General Committee of The Order of Railroad Telegraphers of each railroad have carefully analyzed and prepared wage scales based upon the proper classification of positions and equitable construction of the rates of pay. We desire to present these cases to your Honorable Board and be given an opportunity to discuss them in an intelligent manner and are prepared to show that our compilations are founded on a correct basis. The carriers have declined to discuss or negotiate with our committees upon the basis of establishing just and reasonable rates of pay for the several positions covered in our agreements, but on the contrary are demanding an arbitrary decrease in wages, which is in the same amount on all railroads and which decrease in wages has been ordered by the American Railway Association and is an arbitrary order in that it leaves the individual carrier with no option other than to demand the full pound of flesh, thereby making of the so-called negotiations, which have preceded the submission of the disputes to this Board, a mere burlesque.

I again respectfully request that this Honorable Board be not a party to the farce comedy of which the American Railway Association is the "angel," but that you insist that the provisions of the Transportation Act be properly complied with by all parties, in which event The Order of Railroad Telegraphers is agreeable to proceeding in a business-like way, but we cannot consent to a continuation of horizontal increases and decreases in our wages without consideration for the proper classifications and differentials based upon the relevant factors contained in the Transportation Act.

Yours truly,

E. J. Manion

President.

WILLIAM JOHN MORRIS.

On February third, William J. Morris, General Secretary and Treasurer of Division 163, K. C. M. and O. R. R., died at Altus, Okla.

Brother Morris had been an active and energetic member of the Order for years and was instrumental in organizing the K. C. M. and O. He was fifty-five years of age and enjoyed the respect and friendship of the members of The Order of Railroad Telegraphers and a host of others.

D. W. Palmer, of Altus, Oklahoma, has been selected to fill the vacancy occasioned by the untimely death of Brother Morris.

Settlement in Canada

To the Officers and Members of Divisions and Lodges of:—

The Brotherhood of Locomotive Engineers,
The Brotherhood of Locomotive Firemen and Enginemen,
The Order of Railway Conductors,
The Brotherhood of Railroad Trainmen, and
The Order of Railroad Telegraphers.

Dear Sirs and Brothers:

Referring to the Wage Reduction question as it affects men employed in engine, train and telegraph service, on Canadian Railways, and the "Tentative Agreement" entered into October 8th, 1921, on recommendation of a Board of Conciliation and Investigation appointed under the provisions of the Industrial Disputes Investigation Act, 1907, it will be noted that the Agreement named reads in part as follows:

"2. Within fifteen days after notice has been given by either the Railways or the Employes to the other respectively, the representatives of both will collectively confer further in regard to rates of pay, and, except as may be otherwise mutually agreed, any rates of pay finally agreed upon will be effective July 16th, 1921," etc., etc.

Under date of December 27th, 1921, notice was served on the General Chairmen of the several organizations concerned, by the Railway Companies parties to the Tentative Agreement, of their desire to definitely adopt the rates of pay then in effect, together with existing rules subject to thirty days' notice, attached to said notification being a draft agreement, reading:

"It is agreed between the.....Railway Company and its.....that the rates of pay made effective July 16th, 1921, and existing schedule of rules governing working conditions shall continue in effect subject to thirty days' notice from either the Railway or its.....to the other.

"The terms of the Agreement dated 8th October, 1921, insofar as that Agreement affects working conditions and the effective date of any changes in such working conditions, continues in effect."

A further statement is contained in the notification, reading:

"If the proposition is not acceptable, or from your standpoint cannot be put into effect in the manner suggested, please accept this as the required fifteen days' notice under the terms of our Agreement to confer further in regard to rates of pay."

The entire situation was considered from every point of view and a conclusion reached that to make an attempt to have the original rates restored would only result in the creation of a useless expense to our members, inasmuch as there appeared to be no desirable alternative other than to adopt the rates now in effect, because of the general business depression throughout the country.

It was, therefore, decided by the Joint Conference Committee and the Grand Lodge Officers present to definitely adopt the rates now in effect, together with existing rules, and by so doing to preserve intact, for the present at least, the working conditions of our schedules as they now exist.

A conference with representatives of the Railways for the Joint Conference Committee was arranged for on the afternoon of Monday, January 16th, 1922, at which time an agreement was entered into as follows:

MEMORANDUM OF AGREEMENT

BETWEEN:

THE CANADIAN PACIFIC RAILWAY, THE CANADIAN NATIONAL RAILWAYS (including the GRAND TRUNK PACIFIC RAILWAY), THE GRAND TRUNK RAILWAY LINES IN CANADA, and THE TORONTO, HAMILTON AND BUFFALO RAILWAY;

AND

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN, THE ORDER OF RAILWAY CONDUCTORS, THE BROTHERHOOD OF RAILROAD TRAINMEN, and THE ORDER OF RAILROAD TELEGRAPHERS, represented by a Joint Conference Committee of the Organizations named:

IT IS AGREED between the above named Railway Companies and their Employees in Engine, Train and Telegraph Service, that the rates of pay made effective July 16th, 1921 (August 1st, 1921, for Engineers and Firemen on the Grand Trunk Railway), and existing Schedules of Rules governing working conditions, shall continue in effect subject to thirty days' notice, excepting where existing agreements show a longer period, from either the Railways or their Employees named herein, to the other.

THE TERMS of the agreement dated 8th October, 1921, insofar as that agreement affects working conditions and the effective date of any changes in such working conditions, shall continue in effect.

IT IS UNDERSTOOD AND AGREED that the rates provided for by this Agreement shall be inserted in existing Schedules on the individual Railways, party to this agreement, to govern the several classes of employees named herein.

IT IS FURTHER understood and agreed that: based on the number of positions, the amount arrived at in the aggregate will be applied to adjust the rates for the same number of positions of agents and operators, assistant agents, and train dispatchers, respectively, on each General Superintendent's District, as may be agreed upon mutually by the District Officers and representatives of the Employees. For Linemen the rates will be similarly adjusted between the Superintendents of Telegraphs and representatives of the Employees.

THE DECREASE applying to Assistant Agents in the so-called "Tentative Agreement" appears to be greater than the Wage Order which has been used by the Railroads as a basis for this decrease. This matter will be adjusted between the Managements and Representatives of the men concerned:

For the Railways:

(Sgd.) GEO. HODGE,
For the Canadian Pacific Railway, and the Toronto, Hamilton & Buffalo Railway.
A. J. HILLS,
For the Canadian National Railways (including the Grand Trunk Pacific Railway).
(Sgd.) C. A. NEEDHAM,
For the Grand Trunk Railway System (Lines in Canada).

(Sgd.) W. G. CHESTER,
Chairman, Conference Committee.

For the Employees:

(Sgd.) ASH KENNEDY,
For the Engineers.
(Sgd.) GEO. K. WARK,
For the Firemen and Engine-men.
(Sgd.) S. N. BERRY (per W. G. C.).
For the Conductors.
(Sgd.) W. J. BABE,
For the Trainmen.
(Sgd.) J. M. MEIN,
For the Telegraphers.

Executed at Montreal, January 16th, 1922.

We might add, for your information: The Committee and Grand Lodge Officers maintained throughout the entire proceedings that the action of the Companies in making reductions in existing rates without having negotiated for a decrease, and, in the event of a dispute, to make application for a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, was in violation of the provisions of said Act. Because of this and the further fact that the present law provides no penalty for its infraction in this respect, it has been decided to secure through the executive officers of the Organizations an official interpretation of the Act, and, if it appears necessary, an effort will then be made to secure amendments to the Act that will prevent a recurrence of the conditions complained of.

Fraternally yours,

ASH KENNEDY,
Assistant Grand Chief, B. of L. E.
S. N. BERRY (per W. G. C.),
Senior Vice-President, O. R. C.

GEO. K. WARK,
Vice-President, B. of L. F. & E.
W. J. BABE,
Vice-President, B. of R. T.
J. M. MEIN,
Deputy President, O. R. T.

BUSINESS MEN LOSE—BANKERS GAIN.

From the National Bank of Commerce, of St. Louis, comes the following interesting facts:

"Business failures during December numbered 2,412, the largest single month's failures since January, 1915, and compared with 1,987 failures in November and 1,631 in December, 1920. Liabilities of the December failures were 82 million dollars compared with 63 million dollars the previous month and 78 million dollars a year ago.

"Dividend and interest disbursements during January will amount to 360 million dollars compared with 322 million dollars the previous month and 361 million dollars in January of last year. Dividends will account for 136 million dollars of the total compared with 144 million dollars a year ago and interest payments will be 224 million dollars compared with 217 million dollars a year ago."

Therein is startling evidence to be found—proof to be had—that the "American Plan" and Open Shop campaign has met with considerable success for the bondholder.

Business men in ever increasing numbers fail, go bankrupt, and enter the lists of the down-and-outs, while the bondholder increases his pickings.

Everybody—farmer, small business men, professional man and worker—must suffer loss, be deflated and accept the result of "implacable economic laws," while the bondholder waxes ever more prosperous under those same "inexorable economic laws."

And the farther we go the worse the road.

Do you get it? While everybody else suffers loss the interest taker drew down 700 millions more loose change during 1921 than he did during 1920. Just about the amount the business men lost.

The business man, contractor, professional man and salaried official all joined the banker in his cry for lowered wages, "deflation," "reconstruction" and "Americanism," with the result that business man, contractor, professional and salaried man is going on the rocks while the banker sails serenely on, picking up the loot and jetsam resulting from the wrecks he has made.

Read and Act—Now

To Each and Every Member:

To the end that a truthful and correct understanding of the railroad problem may exist among all elements of the people and that they shall be in possession of the facts concerning the railroad and labor situation—you are requested and urged to send in to this office, the names and addresses of officers or individual members active in connection with Granges, Farmers' Unions and all other organizations of farmers in your city, town or neighborhood.

For years past those who abuse and misrepresent you, your organizations and the principles on which such organizations are based, have enjoyed a monopoly in sending out to farmers and others, statements and literature tending to and meant to deceive those receiving same.

They have enjoyed that monopoly simply because we have let them enjoy it and we will be to blame if that monopoly is not broken.

To break that monopoly with literature of our own, containing facts truthfully and accurately presented, it is necessary that we have the names and addresses of those who are interested in the vital questions of the day.

Farmers are vitally interested in questions that affect them so greatly. They are entitled to, and should be, correctly informed. The propaganda to which they have been subjected has caused them to misunderstand our mutual interests.

Therefore, we again urge you to promptly send in to this office—addressing your communication to E. J. Manion, President O. R. T., Missouri State Life Building, St. Louis, Mo.—the names and addresses of officers and active individual members of farmers' societies in your city, town or neighborhood.

Do this and do it right now. It is in your interest and will aid you to overcome the poisonous propaganda with which the country has been flooded.

Plumb Answers Markham

At the market value of bonds and stocks quoted by the Wall Street Journal of January 4, every class 1 railroad in the United States could be purchased for a little more than half the value placed upon the carriers by the Interstate Commerce Commission for rate-making purposes, Glenn E. Plumb declares in an open letter to C. H. Markham, president of the Illinois Central railroad.

Any way the proposition is figured, Mr. Plumb adds, the result is that the railroads are claiming a value just about double their real value. This means that the public must pay annually \$450,000,000 to meet dividends on the fictitious valuation.

Mr. Markham recently took exception to Mr. Plumb's estimate of the railroads' real valuation, claiming that he had not adopted correct methods for his calculations.

Replying to this contention, Mr. Plumb says:

"Whether we take the value as determined on the basis of market quotations, or the value as determined on the basis of miles of line for all roads, or value in like manner determined for Class 1 roads, the conclusion so reached is from \$8,900,000,000 to \$9,000,000,000 less than the tentative value fixed by the commission two years ago, upon which basis you are insisting that the railways as a whole shall be entitled to charge and receive a minimum of 6 per cent."

This heavy watering is responsible for the crushing burdens now upon the public, and also for the chronic plea of railroad managers that wages are too high, Mr. Plumb declares.

His letter to Mr. Markham follows:

Mr. C. H. Markham,
President the Illinois Central Railroad,
Chicago, Ill.

My Dear Sir:

I am in receipt of your letter of December 20, addressed to the employees of the Illinois Central system, and also of the press report of your open letter addressed to William H. Johnston, president of the International Association of Machinists, which, in the absence of Mr. Johnston, I am taking the liberty of answering, as the statements therein made seem to me to call for a prompt and definite reply.

In your letter to Mr. Johnston you ask why he has presumed to question the findings of the Interstate Commerce Commission placing a valuation of \$18,900,000,000 upon all of the railroads in the country, and you say: "Naturally I am more disposed to accept the commission's valuation of all the railroads, which was based upon information gathered by it regarding all of them, than your estimate of their value which is based on information regarding only 7 per cent of the trackage. It seems pertinent in this connection to ask you and Mr. Plumb how you can consistently accept without question the findings of the commission regarding 7 per cent of the country's railroad trackage, and at the same time entirely repudiate its estimate of the value of all of the railway property in the country."

Certainly you know, Mr. Markham, that when the Interstate Commerce Commission fixed \$18,900,000,000 as the value of the railway properties, they fixed it

only for the purpose of that particular case. (See Opinion, page 229.) When you say that this valuation was made by the commission "on the basis of information gathered by it regarding the value of all the railroads," you must have in mind, although disregarding it, the statement contained in Commissioner Eastman's concurring opinion wherein he says:

Final Value Not Yet Fixed by Commission.

"But the controlling fact is that any valid determination of aggregate value is now impracticable. For some time the commission has been diligently engaged in the enormously difficult task of ascertaining and assembling the valuation data requested by Section 19-A of the Interstate Commerce Act; but it has not yet fixed final 'value' for any road, and preliminary reports are available on but little more than 15 per cent of the mileage of the country, nor have we as yet determined the principle by which 'value' for rate-making purposes is to be estimated from the data accumulated." (The black type is mine.)

Again, in Commissioner McCord's concurring opinion, he says: "With respect to the criticism of aggregate value, I do not share the apprehension that what is said will result in misunderstanding and misinterpretation, or that it would have any influence upon the commission's valuation work now being conducted."

You, Mr. Markham, by your comments, are trying to mislead the public into a belief that the figure of \$18,900,000,000 fixed by the commission was a conclusion derived by the commission from "information gathered by it regarding (the value of) all of them," and in seeking to lead the public into this belief you must be fully aware of the fact that at the time this sum was determined upon for this particular case, the commission had not yet even determined the principles by which value for ratemaking purposes was to be estimated.

You must also know that at that time the commission had "not yet fixed final value for any road" that it had investigated.

You must also know that since the fixing of \$18,900,000,000 as the value for the purposes of that case, the Interstate Commerce Commission has determined the principles by which value for ratemaking purposes is to be determined and according to the principle so established has determined the valuation of more than 170 railroads, 24 of which are Class 1 railroads.

The transportation act requires that the commission shall, from time to time and as often as may be necessary, determine such aggregate value of the property of the railways, and "the commission may utilize the results of its investigation under Section 19-A of this act, insofar as is deemed by the commission to be the value thereof for the purpose of determining such aggregate value."

The commission is now bound to accept its determination of final value on the roads on which final value has been completed in determining the aggregate value of all the roads, and it is further directed "to utilize the results of its investigation insofar as deemed by it available."

Is Markham Trying to Mislead Public?

What are you trying to do, Mr. Markham? Are you trying to deceive the public and your employes as to what the requirements of the law provide, and do you attempt to mislead the commission so that it shall not apply its deliberate conclusions on final value to the redetermination of the total aggregate value in the task now undertaken by the commission in the present rate hearing?

You question the correctness of the theory on which I applied the figures so far determined by the Interstate Commerce Commission. You say I should have

used "miles of line" instead of miles of track in making my estimate of the average value per mile. If this method of determining value suits you better I will recast my estimate.

I find that the 24 roads included in my tabulation had 21,295 miles of line, giving an average value per mile of line of \$39,939. The last report of the Interstate Commerce Commission available is that for the year ending 1919. It shows that Class 1, 2 and 3 railroads had a total operating mileage of 256,573. Multiplying the total number of miles by the average value per mile of line gives a total aggregate value of all of the railway property of \$10,110,637,726.

This aggregate includes the Class 1, 2 and 3 railroads. However, the average value of \$39,939 per mile of line is calculated on the values of Class 1 roads alone, and in the interest of greater accuracy should be applied to the total mileage of Class 1 roads. The Interstate Commerce Commission reports that the Class 1 roads comprise 234,363 miles of line. Multiplying this mileage by the average per mile so far determined for Class 1 roads gives a total value for these roads of \$9,360,223,857. These two figures induce me to present another estimate of value.

The Interstate Commerce Commission in its report on statistics of railways for the year ending 1919, page 33, states that while the railways of all classes except switching and terminal companies, have issued \$20,950,000,000 par value in stocks and bonds, the roads reporting own \$4,339,000,000 of the securities so issued, "so that \$16,550,000,000 is the net sum which would be necessary to purchase these roads, together with their investments, on the basis of the par value of their stocks and bonds not held under railway ownership."

This official statement raised a query in my mind as to what sum would be required if these securities were to be purchased at the current market value. I found on averaging the first 25 railway stock quotations for January 4, 1922, as they were published in the financial section of the Wall Street Journal that the average market value of these stocks was 46 cents on the dollar. A like average obtained for bonds showed an average value of 77 cents on the dollar.

Market Value Half of Claimed Value.

Applying these averages to the \$6,779,000,000 of stock and the \$9,773,000,000 of bonds outstanding and not under railway ownership, gives a total market value on all outstanding securities of \$10,640,000,000 as the net sum which would be required to purchase these roads together with their investments, on the basis of the market value of all the stock and bonds not held under railway ownership.

So, whether we take value as determined on the basis of market quotations, or value as determined on the basis of miles of line for all the roads, or value in like manner determined for the Class 1 roads, the conclusion so reached is from \$2,300,000,000 to \$9,600,000,000 less than the tentative value fixed by the Interstate Commerce Commission in March two years ago, upon which basis you are insisting that the railways as a whole shall be entitled to charge and receive a minimum of 6 per cent per annum.

No matter by what test we seek to determine aggregate value, the amount reached is more than \$8,000,000,000 less than the basis on which your rates are fixed. This means that at 6 per cent on such excess value you are seeking to collect from the public a sum of half a billion dollars a year in excess of the amount which the transportation act declares you are entitled to receive. The

railroads report that for November they earned at an annual rate of more than 4 per cent on \$18,900,000,000. This would be approximately 7 per cent on \$10,500,000,000, a fair return on the actual value of your properties.

Reverting to your letter of December 20, you state that Dr. Warne has charged "that the railway managements are profiteering through contracts at excessive prices with supply companies in which railway managers are financially interested;" (2d) "that railway managers are violating the law which prohibits the granting of rebates;" (3rd) "that railway managers are granting to favored shippers the use of free transportation in violation of the law;" (4th) "that false claims for loss and damage to freight are being paid to favored shippers," and then you state: "Not a shred of evidence was given in support of these accusations."

As to the first charge made by Dr. Warne: He furnished the committee with evidence in the form of sworn reports made by railway officials showing the extent of officials' interests in the outside concerns. He then furnished the official results of investigation made by the Interstate Commerce Commission and their decisions on scores of cases of which the following is a sample:

"It is worthy of mention that during the period when the New York Central lines were paying a high price for coal, the coal company (the O'Gara Coal Company, in which the president of the New York Central was personally interested) was selling the same size of coal to another railroad company for a much less price. Furthermore, the carrier's records show that it could have bought the same size coal on its lines in a nearby county for 17½ cents less than it paid the O'Gara company."

Railroads Fined for Violating Rebate Laws.

As to the second charge concerning the granting of rebates, Dr. Warne furnished the committee with 126 separate cases, involving 2,176 counts brought against the railroads and their managers by the Department of Justice, and on every one of the counts the railroads either pleaded guilty or were convicted on evidence, and fines assessed against them exceeded one million dollars.

In support of the last two charges—the granting of free transportation and that false claims for loss and damage are being granted to favored shippers, Dr. Warne presented to the committee the decisions and investigations of these matters made by the Interstate Commerce Commission showing that losses from these sources had increased from less than \$22,000,000 in 1910 to as much as \$122,000,000, in 1920, and concerning this the Interstate Commerce Commission said:

"As one after another the other avenues for discrimination or fraud are closed as the result of more intimate supervision by the commission of the practice of carriers in recent years, it is natural that those among shippers and carriers who are still willing to evade the terms and spirit of the law will not overlook any channel that appears still to be open for such abuses. * * * Claims for loss and damage present opportunities for discrimination, the adjustment of many such claims being largely a matter of judgment, which is frequently influenced by the volume of traffic controlled by particular claimants."

On such a record could you honestly say to your employees that "not a shred of evidence was presented in support of these accusations?"

My dear Mr. Markham, we have laid no specific charges against yourself, your management, or the Illinois Central. Our indictment is brought against the entire system of private management and operation of the railroads. You as an honest man and manager resent these charges. It is to your

credit that you do so, but so long as you ally yourself with the management we indict, so long as you join them in a concerted endeavor to collect from the public rates unwarranted by the aggregate value of the railway properties, and so long as you join this vicious management in an attempt to compel your employes to bear in reduced wages the burdens of the losses which this management inflicts upon the public and the transportation industry, you must expect your employes to uphold their organizations, their officers and their representatives in their organized fight against the evils which you would impose upon them.

Yours very truly,

GLENN E. PLUMB.

MORE ABOUT "STRIKE PREVENTION."

We desire to call attention to the fact that on January 29th President Ebert of Germany issued a decree forbidding under heavy penalties, the calling of or putting into effect a strike on the railways of Germany, and ask that all Industrial Court and anti-strike law advocates take note thereof and note further that on February 1st the forbidden strike occurred.

President Ebert by issuing the decree called the strike and made it both general and effective. That is another instance proving that anti-strike laws are always strike provoking laws.

The Montreal (Canada) *Gazette* in its issue of December 31st, 1921, referring to Industrial Courts and anti-strike laws, says:

"Legislation of the kind contemplated in New York has been productive of good results where its principles have been applied. The weakness, however, has always been the same, the lack of effective means of enforcement.

* * * * *

"It may be difficult, in practice, to penalize a large body of individuals, such as a trades union, by imprisonment."

The *Gazette* is bitterly and brutally vindictive in its attitude towards unions and is quoted because it knows all about how the penal clauses of the Industrial Disputes Act have been quietly ignored and that but few attempts were ever made to enforce such sections—the results being altogether different to those so fondly expected by the rainbow-chasers who hope to chain men to a job by issuing decrees, proclamations and orders.

It couldn't be done in Canada, in Australia, Italy, England, Scotland, Ireland, Portugal, Hungary, Turkey, Austria, Scandinavia, South America, South Africa or Germany, why, then, do these fatuous and fat-headed freaks who yowl for such "laws," keep up the fuss? Do they think Americans are less liable to resent being chained to a job and made virtual slaves, than are other folks?

An American, one of the Revolutionary Fathers, whose name we revere and whose fame is great, a President of the United States and a member of the Continental Congress, called Thomas Jefferson, said:

"The germ of dissolution of our Federal government is in the judiciary, an irresponsible body working like gravity, by day and by night, gaining a little today and gaining a little tomorrow, and advancing its noiseless step like a thief over the field of jurisdiction until it shall be usurped."

And again:

"If we ever lose our liberties it will be through the action of the Federal judiciary, who with a life tenure of office will feel themselves the law and construe away the dearest rights of the people."

The Railway Age and McAdoo

Those who eternally proclaim their desire to be fair are usually to be found in the class to which belong the "Stop Thief" crew. Their protestations prove to be but attempts to cover up unfairness.

The Railway Age is always asking for "fair" treatment of railroad apologists and "fair" criticism of railroad owners, yet never is it fair or even decent in its presentation of testimony before investigating bodies that delve into railroad manipulation and finances.

William G. McAdoo, former Director General of Railroads, recently appeared before the Senate Committee on Interstate Commerce and testified. On that occasion he answered charges as to conditions affecting the railroads before, during and at the end of government control.

That testimony was illuminating and cleared up many misconceptions concerning the matters to which he referred, which misconceptions had been occasioned by the statements and testimony offered by those appearing for the railroad executives.

His testimony was the more clear and, therefore, more damaging to the railroad owners, because in answering charges Mr. McAdoo (to use the words of *The Railway Age*) confined himself to a

"statement comprising 140 typewritten pages, a large part of which was made up of quotations from statements made by railroad executives in testimony before the Interstate Commerce Commission and Congressional committees, and by the commission in reports and in testimony before the committees regarding the condition of the railroads prior to federal control, from various reports and memoranda contrasting operations during Federal control, and those under private management and from correspondence of the Railroad Administration."

That is the illuminating feature of the testimony given by Mr. McAdoo. He took up every charge or statement made by witnesses who appeared on behalf of railroad owners and showed the utter falsity of all the charges made and statements uttered, from the record made by the witnesses themselves.

Did Mr. Kruttschnitt say the roads were in an undermaintained condition when turned back to their owners as compared with their condition before Federal control, Mr. McAdoo proved from the records of Mr. Kruttschnitt's own road that they were in better condition when returned than when the Government took them over.

Mr. Willard charged that standards set for car repairs had been lowered during Federal control. Mr. McAdoo produced the record and showed that Mr. Tatum, who came from Mr. Willard's own road, was General Supervisor of Car Repairs during Federal control, had raised the standard instead of lowering it, producing Mr. Tatum's report to prove his statement. Mr. McAdoo followed that up by showing that the same Mr. Tatum is now back on Mr. Willard's staff.

Mr. McAdoo produced the record of the sworn testimony, of Mr. Rea, president of the Pennsylvania, who, in March, 1917, said the "condition of the railroads today presents a menace to the country" to disprove the statement made by Mr. Rea and others that the roads were in fine shape in 1917. He then quotes from sworn testimony of members of the Interstate Commerce Commission, given on January 2, 1918, from a report made by the Railroad War Board (composed of Julius Kruttschnitt, Samuel Rea, Hale Holden, Howard Elliott and Fairfax Harrison), the presidents of various roads and others, showing the absolute breakdown of the roads and the admitted necessity for government control to enable the roads to be rehabilitated.

He further quoted from a letter of Mr. Rea, dated January 19, 1918, in which Mr. Rea stated that the Pennsylvania had "practically the same railroad plant as in 1915."

In every instance, as noted before, Mr. McAdoo produced the record made by the individuals who made charges and proved, by their own testimony, reports and letters, that the charges made were utterly false.

Not a single charge did Mr. McAdoo overlook, and always did he disprove them by the record made by those who formulated the charges.

It will, therefore, readily be seen that Mr. McAdoo's testimony consists almost wholly of the written records made by those who uttered the charges, and that any fairly accurate resume of those charges should (and must to be fair) contain the quotations from that record.

Here is what *The Railway Age* does with those quotations in its write-up of Mr. McAdoo's testimony:

"A condensed abstract of the prepared statement, omitting most of the quotations, is as follows:"

In other words, it "omitted"—cut the heart out of—the testimony and then it asks for "fairness."

From time to time THE RAILROAD TELEGRAPHER will print extracts from the testimony of Mr. McAdoo and will give all the quotations that make up the major portion of his testimony.

VERBAL ORDERS CAUSE WRECK.

On the morning of December 1, 1921, trains numbered 12 and 17, of the Oregon and Washington Railroad and Navigation Company headed into each other about one-half mile east of Celilo, Oregon.

The Public Service Commission of Oregon investigated the collision and the circumstances surrounding same. Witnesses were heard and testimony taken, all of which tended to prove that the wreck was in great part due to handling of train orders by others than properly qualified operators.

It appears from the testimony adduced that:

"The Morse telegraph code and telephone communications are used on the Oregon-Washington Railroad and Navigation system for the transmission of train orders. The train rules examiner of the Oregon-Washington Railroad and Navigation Company testified that there are three methods of moving trains out of initial station, junction points, etc., namely: (1) Clearance card, (2) time tables, (3) train orders (O. W. R. & N. forms 31 and 19).

"This witness testified that before Train No. 12 could properly occupy the main line track, it was the duty of the conductor thereof to get in communication with the dispatcher by use of the telephone located at Oregon Trunk Junction. If the train was to proceed as Number 12 the conductor should have received train orders, and if the train was to proceed as an extra he should have received a clearance card. Witness further testified that train orders transmitted by dispatcher to conductor should be copied by the conductor, and repeated to dispatcher as a check, the rules provided that a copy of the order must be given to the engineer and not transmitted verbally. There is no authority given for the movement of trains through verbal orders unless same are copied as above stated, and in that event, conductor must communicate with dispatcher personally.

"Number 12 arrived at Oregon Trunk Junction at about 12:22 o'clock A. M., on the morning of the accident. There seems to be more or less contradiction in the testimony as to what actually transpired at this point, but the fact is admitted that the conductor of No. 12 did not get in personal communication with the dispatcher at the Dalles, and that certain communications were given either to the conductor or the engineer through the medium of the conductor of a helper engine at this point.

"The record clearly shows that it had been customary for some time (one witness testifying nine years) for trains to proceed from Oregon Trunk Junction to Biggs on a verbal clearance and to receive orders at Biggs, and that by reason of such irregularities, the Order of Railway Conductors had issued and published bulletins protesting against the receiving of verbal order by conductors via the telephone on the grounds that it was an unsafe practice."

The commission, in its findings, declares:

"The testimony shows that the necessary station facilities, including telephone equipment for an operator, were already established at Oregon Trunk Junction, and all that was necessary was to place an operator on duty at that point. If such precaution had been taken many lives might have been saved. The human element often times fails and every preventive measure should be taken to guard against such failure."

Among other orders issued by the commission as a result of the investigation was the following:

"2. That the rules relating to single tracking of double track territory be absolutely adhered to and that in cases of emergency requiring the detouring of trains, *all orders should be transmitted by operators placed at the point of connection.*"

The General Chairman of the O. R. C. for the O. W. R. & N. System, J. B. Rhodes, is to be given great credit for his work in connection with the investigation and his successful efforts to prove how dangerous and inimical to public safety is the handling of telephone train orders by other than operators.

REQUEST TO CORRESPONDENTS.

THE RAILROAD TELEGRAPHER goes to press on the tenth of the month. Because of that fact it is necessary for matter intended for the Fraternal and Viewpoint departments to be in this office on or before the twentieth of the month preceding the month of issue. In other words, matter intended for publication in the March issue must be in this office by the 20th of February, for the April issue by the 20th of March, and so on.

To be certain that such matter is received in this office before the time set, please see to the mailing of your communication long enough ahead of the 20th of the month to allow time for it to reach this office.

If within a reasonable time after mailing your communication you do not receive a postal card acknowledging the receipt thereof, kindly write and call our attention to the fact.

A CORRECTION.

In the advertisement of the U. S. Leather Goods Co., which appeared on advertising page 22 of the January issue, a small cut of the K. C. button pulled off the plate while the forms were on the press, and in a number of copies the advertisement was in that respect incomplete. The same advertisement is run in this issue on advertising page 71 properly corrected.

Get your neighbors to subscribe for *Labor*. That paper has been fighting your battle, tells the truth, gives the facts and is *your* paper. Get everybody to reading it and your battle is won.

The friends of Brother William ("Daddy") Long, will be pleased to know that he is now in Leesburg, Florida, acting as news editor of the *Leesburg Commercial*. Brother Long has made himself solid with the good people of that progressive and thriving city in the heart of Florida, and is meeting with success in his new venture.

Injunction Tried in Canada

In a judgment handed down this week in the Superior Court, Montreal, Mr. Justice McLennan struck a blow at labor, the like of which has not been heard of in the history of Quebec courts.

It was, in brief, that he granted an injunction against picketing during any strike, and further pronouncing that picketing in any form was illegal. The case arose over an employer named Harry Rother, who took action against the International Ladies' Garment Workers' Union and its officers charging that illegal picketing was being carried on. Despite unproven evidence, the learned judge found the labor folks at fault.

The judgment from a man so fair minded as Justice McLennan is not only astounding, but almost unbelievable, and what is more, while a considered judgment, it is tinged with the most pronounced airy and unchallenged arrogance. He cited parallels in the English courts and quoted the case at Winnipeg two years ago, which were not parallels at all, because violence was used, and no such thing had been established in this case.

The thin line he drew between "peaceful persuasion" and "common law nuisance," with which he charged the pickets of the Garment Workers' Union, was so fine as to require powerful magnifying glasses to discern. He quoted Judge Taft, formerly United States President, and notoriously against workers, as will be remembered in the big Steel Trust case at Pittsburgh.

No one would question the honesty of purpose of the learned judge, but it is not going to end there, for the unions have appealed and the vigilant inquisition of the bench will have to vindicate its judgment before higher courts.

The point at issue, as far as labor is concerned, is not so much the legality or illegality of picketing, as the opening of the door to the undisguised danger of injunctions for this, that and other thing, so that cure will be worse than the complaint, and we will land back to the days of the curfew or the palpably perfidious conditions of certain parts of the United States which is known as the land of government by injunction.—*Western Labor World*.

Russian Relief Fund

In answer to the appeal for relief of starving Russians, appearing in the December issue of THE RAILROAD TELEGRAPHER, the following amounts were received from those named, up to January 25th:

E. W. Carr.....	\$18.48
J. H. Carnes.....	5.00
J. C. H.....	5.00
Charles Thiel	10.00
C. B. Penland.....	2.10
H. E. Keas.....	5.00
Lillian and Ralph Bullard.....	5.00
Collection taken up by W. J. Hansen.....	3.50
E. L. Burroughs.....	2.00
Jas. P. Sheridan.....	10.00
T. W. Toohey.....	1.00
Friend	1.00
E. J. M.....	5.00
C., B. and Q. General Offices.....	8.50

Total\$81.58

If You Win You Lose

In the old days of open gambling, lotteries and policy, you always played against the house. Few won, the many lost, which was inevitable as the "house" was not in business for its health or your benefit.

Pension schemes of railroads are the open gambling of today with this difference: If you win you lose.

The unconscious expression of a fact is sometimes humorous and causes laughter, in other cases the pathetic note is dominant. Just where to place the following is hard to say. It appears that a conductor on a certain branch road of a system, had reached the age limit and was to be placed on the pension list. His fellow employees indited a letter to him in which they said:

"We, the employes in all departments, learn with sincere regret and sorrow that our friend and fellow employe, John Smith, will be placed on the 'Roll of Honor'."

We never thought it was as bad as that, nor did the writers of the letter intend that the construction some might place on their words, should apply, nevertheless, they unconsciously express what is the fact—it is both regretful and a cause of sorrow to those who go deeper into pension lists than the average do.

In the same "information" containing the story of the conductor who went on the pension list is to be found a lot of figures and statements that tell the readers the story of 125 men who have been placed on that list during a month. Therein we may read of a man who gave 52 years of his life and was always very loyal and faithful to a railroad company. During his more than half a century of service there were several times that the employes of the department in which he worked went out on strike, but in all of them he remained on the job and refused to strike.

As a boy he delivered freight at night, being less than twelve years old when he entered the service, and everybody knows that when a boy starts out cleaning cars and delivering freight at night at that age, nothing could head him off from being president of the road or general manager at the least. It is that way in all the story books and biographies of railroad officials, and who doubts either?

Proceeding we find that several years later he was transferred to the Telegraph Department as a messenger. That surely clinched the presidency for him—if the story-books and biographies are to be believed. Look at all the advantages he started out with. He was a boy, a boy less than twelve years old, he cleaned cars and delivered freight at night, then, oh, lucky boy, he was made a messenger. By all the rules of fiction and the regulations of success he should have easy sailing across the waters of adversity to the haven where the mighty sit in power. But let us get on. After some years as a messenger he was sent to the Freight Department and landed in the city of fortune and seat of power, New York.

Now he is surely embarked on the voyage to place and position. He is loyal, always loyal and his changes of position are many. Did he spend the greater part of his life as Manager? President? Superintendent? Guess again. The story-books were wrong, also the biographies.

He at one time reached the high position of being in charge of a Delivery Department, but that position was abolished and he spent the last eleven years of his 52 as Delivery Clerk.

Where, oh where, are the 52 years? The boy is gone, the young man with his high hopes and ambitions is gone and now the older man is on the pension list—a retired Delivery Clerk.

You can see him facing the scorn and contempt of his fellows on strike, and facing those things more than once. Always to be remembered as one who failed his fellows and to be ever fearful that the fact would leak out—always loyal to a company, that now retires him, as a reward for that "loyalty" as a delivery clerk.

Further examination shows that among the 125 retired were three supervising officials and the rest wage-earners, a great number of them being crossing watchmen, laborers, car cleaners, janitors, watchmen and helpers. All of which proves that (as in the case of another who served 50 years and had become worn out and unable to hold down the petty official job he held, was demoted and given a minor job) the majority who last fifty years, are worn out before then.

Whether those who wrote that it was with regret and sorrow they saw their friend placed on the "Honor Roll" knew it or not, they expressed what every man should feel—regret that a man should have given his life for such a mess of pottage, and sorrow because men are fooled by the shell game and gamble in which they risk their youth, young manhood and manhood in the service of those who themselves batten and fatten on a plethora and a super-abundance, which they secure by "bracing" the game and making it a "sure thing" for themselves.

"He cleaned cars and delivered freight at night" when less than twelve years old and from then on he was always "loyal" to a "company that gave him employment." Why not put it as it really was. "He was buncoed into giving his life, his all, to a company that grew in wealth and power as his life passed, and at the end they pension him off as a delivery clerk."

If he and his had raised their pay but 50 cents per day twenty years ago and had put that 50 cents in bank each day for that time, each one of them would have at their command at the end of those twenty years a sum more than twice the amount the overwhelming majority of the 125 will ever draw from the pension fund.

If, however, the man had, together with his fellows, refused to give the company his services unless they paid him enough to lay by a dollar a day, he could have saved enough to be in possession of a sum more than four times as much as he could draw on the pension list.

If he had not desired to save that much he could have enjoyed the spending of it and bought the things he desired for himself or others. If he had known and realized that what he was doing was taking a long chance on a long shot and also that today is here and tomorrow may never come, and refused to work until he was adequately paid for the life, blood, tissue, pleasure, hopes, ambitions, desires and thoughts denied him, because he served, then he could have lived, really lived, when away from work, and also saved.

How many of his fellows has he seen die as he plodded on to his age limit and pension? How many win even the petty bauble of the "Honor Roll"? Out of all the employes of the road in question (hundreds of thousands) in twenty-one years, a pitiful 14,000 have won "against the house," and been placed on the pension list. And men have suffered low wages, mean treatment, and harrowing conditions seeking a contemptible "reward" like that. If you win you lose.

The railroads said they must have more money so that business could be helped. Rates were raised and more men were helped out of business than any year before.

The Railroad Executives are on the defensive. 61 Broadway, Ivy Lee and the others are now being compelled to answer facts. The difference in tone of the "information" being handed out at present is noticeable. They now talk with less assertion and are beginning to whine. With their own statements, taken from their own records, being compared with their latest statements, the fact that they dug the pitfalls in which they land, is becoming evident.

Some Changed Views

At this time, when there is a great drive on to force drastic reductions in wages in every branch of industry, the following statements, quoted from an article by "Holland," a financial expert, in the Wall Street Journal for February 2, 1922, may be of interest:

"At almost the very moment when Professor Edwin R. A. Seligman, who holds the chair of economics and finance at Columbia University, was speaking to the New York Credit Men's Association, Charles M. Schwab was addressing 1,000 members of a business association whose guest he was at their annual dinner.

"Professor Seligman went so far as to disagree with many of the bankers and with Governor Harding of the Federal Reserve Board, respecting frozen credits, for he asserted that the banks today are carrying an enormous amount of frozen credits. Furthermore he asserted that all who believe that the stabilizing of wages involving a reduction is necessary, are making 'a big mistake because reduction of wages means a reduction of the buying power of the nation.'

"Upon one point Mr. Schwab appears not to be in disagreement with Professor Seligman. For the theoretical expert stated that those who held that a decrease in wages is vital are mistaken. Mr. Schwab put it in another way but the fundamental thought was the same. He believes wages should be large enough to furnish a compelling incentive to wage earners so that they would undertake to return a full day's work which measured accurately with the amount of pay which they receive.

"A few days ago T. Frank Manville, who is the executive chief of the world's greatest corporation engaged in the taking of asbestos from the mine deposits and converting it into many commodities, spoke of a decision he had made which related to the employees. Late in the fall Mr. Manville said that he was busily occupied in attempting to institute economies and establish lower cost of production. He discovered when studying this subject that one of the best methods for increasing economies and lower cost would be if salaries and wages be so adjusted as to represent the efficiency of employees. Therefore he decided to increase salaries and wages. President Manville, therefore, has established new and higher standards for salaries and wages, and also has taken on a considerable number whom he had been compelled by business depression to lay off. Already the results justify his philosophy."

It would appear that even among the most conservative business men and economists there is a growing realization that wage reductions at this time will destroy the last remaining market for the farmer, the merchant, and the manufacturer.

BASIL M. MANLY,

Director People's Legislative Service.

If your subscription to *Labor* is about to run out, be sure you resubscribe, you need *Labor* and *Labor* needs you.

Hoover is another "great mind" who thinks that if wages were reduced, prosperity would ensue. Why is it that a man carrying around a lot of millions must always talk like a fool?

Are all the "Big" men of the world going crazy, or have they been that way inclined for some time? The Arbitration Court of Australia has just decided that to reduce weekly hours from 48 to 44 would add to the existing unemployment. Some logic, that. The natural conclusion to be drawn from that argument is, that if the working hours were lengthened to 144 per week there would be no unemployment.

THE HONOR ROLL

The publication of names of veteran members in the December and January issues of The Railroad Telegrapher has brought forth repeated requests for a complete list of all members who have been awarded a Distinctive Honor Emblem of The Order of Railroad Telegraphers.

The Veteran's Medal which was authorized by Convention action at St. Louis during May of 1919, has been awarded to members whose names appear below. Anyone desiring the address of any of the veteran members may secure it by writing this office.

	Div.	Cert.		Div.	Cert.
Arthur, J. C.....	Grand	2	Blouin, J. N.....	11	197
Atkinson, M. L.....	32	4	Blais, R. A.....	11	365
Alexander, Chas.....	6	8	Black, H. W.....	17	317
Appleton, C. A.....	7	3	Brady, Chas.....	33	44
Allison, W. H.....	7	53	Bittinger, H. S.....	40	12
Atkinson, H. D.....	11	105	Brady, G. L.....	58	1732
Atkins, C. P.....	14	4	Bridgman, J. M.....	14	5
Aldrich, C. N.....	42	9	Bonewell, M. H....	7	2
Arnold, E. J.....	43	18	Brazell, L. P.....	23	4116
Aston, Edward.....	44	7	Bradley, C. R.....	7	82
Alderson, H. O.....	Grand	1102	Bowman, Phillipe B.....	53	138
Alrich, H. W.....	33	53	Bigelow, Edwin M.....	43	145
Anderson, J. R.....	7	24	Bouchard, J. O.....	11	453
Angus, James E.....	7	60	Boyd, Benj. R.....	40	8
Allan, George.....	7	109	Black, Frank E.....	53	98
Alwin, Chas. W.....	14	15	Brown, C. E.....	52	4
Allender, C. L.....	33	428	Brown, J. E.....	17	25
Austin, Jos.....	7	49	Browning, H. Y.....	33	47
Anderson, J. W.....	7	69	Brooke, J. F.....	Grand	47
			Brubaker, G. W.....	6	9
Barber, J. W.....	52	2	Burrows, W. P.....	52	11
Banghart, F. P.....	45	1	Burtiss, W. S.....	49	65
Banghart, W. S.....	45	2	Burroughs, H. C.....	33	52
Beard, W. O.....	31	28	Burns, Marion.....	46	24
Barron, T. W.....	31	25	Burke, A. A.....	Grand	207
Bain, J. L.....	Grand	79	Burt, G. W.....	29	563
Berlin, R. S.....	42	2	Buxton, B. L.....	33	28
Berry, Chas.....	53	9			
Bain, A.....	11	487	Cardinal, J. R.....	38	2
Bercaw, Chas. D.....	Grand	396	Cashmore, D.....	6	7
Beck, W. L.....	33	87	Choquette, E.....	7	4
Baker, W. L.....	14	14	Charters, S. C.....	11	159
Ball, Benj. F.....	6	59	Campbell, G. S.....	40	28
Best, Jacob C.....	6	16	Carnegie, D. G.....	7	113
Backus, Geo. R.....	7	61	Cash, L. G.....	31	330
Bartlett, E. E.....	1	5	Chambers, H. H.....	33	11
Bird, R. R.....	1	3	Caron, F. X.....	1	2
Blomberg, E. L.....	31	301	Caven, J. W.....	7	33
Bonnell, C. W.....	31	7	Chevalier, J. F.....	96	18

HONOR ROLL—Continued

	Div.	Cert.		Div.	Cert.
Campbell, David C.....	7	40	Duncan, W. T.....	14	7
Carey, W. J.....	52	21	Duffy, T. W.....	50	1
Carlton, Claudius F.....	28	24	Durkin, J. B.....	52	8
Carter, H. L.....	96	157	Doering, Miss M. L.....	6	17
Carr, Will.....	33	118	Duke, Robert.....	7	64
Carbaugh, G. A.....	14	18	Dunn, Andrew.....	11	69
Caeser, W.....	7	51			
Clem, B. L.....	53	1604	Exter, H.....	7	2058
Clancy, T. H.....	11	361	Ellis, G. W.....	11	106
Colvin, C. H.....	Grand	1118			
Constant, J. H.....	32	2	Faupel, C. H.....	33	45
Cole, Frank.....	17	21	Fink, W. D.....	6	1
Clevenger, E. L.....	31	12	Firth, E. C.....	7	10
Clemens, E. L.....	6	15	Fleming, G. S.....	Grand	3
Coleman, J. R.....	40	78	Frasher, W. Edgar.....	33	2
Cooper, W. J. G.....	52	10	Freeland, G. J.....	7	19
Curry, N. B.....	17	22	Fripp, H. P.....	5	14
Crain, O. E.....	32	3	Fraser, Hugh.....	7	12
Cote, J. E.....	11	437	Fraser, W. G.....	7	15
Creswell, M. G.....	14	8	Forbes, Geo. O.....	11	56
Craig, J. W.....	31	24	Fraser, Allister.....	11	312
Custead, C. N.....	Grand	558	Freeman, G. K.....	28	29
Coyle, P. J.....	53	199	Fox, J. R.....	98	1
Custer, J. I.....	Grand	356	Flanagan, C. D.....	40	16
Crocker, C. C.....	11	104	Flaherty, D. A.....	32	53
Crocker, F. A.....	45	251	Fowler, Geo. W.....	33	29
Curley, J. B.....	40	386	Frey, Oliver P. M.....	33	567
Costello, T. P.....	31	101	Fryer, W. H.....	32	1
Crooker, Walter L.....	43	39	Fournier, P. E.....	7	75
Cutler, Chas. E.....	140	589			
Cruse, John C.....	7	699	Garrison, H. C.....	Grand	362
			Garner, J. W. F.....	59	569
Davis, Edward.....	Grand	208	Galligan, Judge M. J.....	49	5
Davis, Lew.....	55	330	Glenn, R. F.....	51	166
Davidson, G. H.....	11	168	Garner, L. E.....	Grand	171
Deschenes, L.....	11	435	Gibson, C. R.....	31	4
D'Anjou, J. E.....	11	481	Gignac, E. S.....	7	7
Dickey, F.....	11	281	Gallither, E. A.....	37	323
Davis, C. E.....	14	2	Gill, K. M.....	23	1322
DeWitt, E. F.....	17	351	Gardner, Rollier G.....	14	16
Dixon, Anna R.....	33	54	Gough, J. T.....	17	160
Dean, D. W.....	53	1757	Gustafson, A. E.....	32	5
Dermody, J. J.....	36	1	Goodwin, D. A.....	31	8
Diefenbach, Mrs. Grace M.	40	17	Grubb, A. J.....	33	37
Davis, James F.....	3	33	Graham, L. T.....	33	55
Dickerson, John G.....	32	179	Graham, J. O.....	33	56
Dickson, Allen B.....	40	6	Gunn, J. W.....	11	282
Doolittle, W. B.....	31	19	Graham, L. W.....	33	60

HONOR ROLL—Continued

	Div.	Cert.		Div.	Cert.
Green, R. J.....	7	106	Hughes, J. L.....	Grand	117
Grimard, J. P.....	7	47			
Grace, L. D.....	Grand	1565	Jackson, J. C.....	42	4
			Julian, N. G.....	174	8
Harrison, E. L.....	33	9	Johnson, W. W.....	6	4
Harrison, W. F.....	33	19	Jenkins, A. D.....	49	96
Hatfield, F. B.....	49	6	Jcslin, Geo. E.....	29	4
Hamel, D.....	11	199	Johnson, R. R.....	7	35
Hawkins, J. A.....	99	21	Jones, H. W.....	11	189
Harvey, O. G.....	14	537	Jones, L. M.....	53	410
Haines, H. S.....	17	159			
Haggerty, Thos. A.....	33	57	Ketchum, H. C.....	53	457
Habel, F. W.....	33	61	Kane, Edward.....	7	34
Hammit, W. L.....	40	34	Krout, H. C.....	17	24
Harris, S. C.....	43	52	Knoble, J. F.....	33	34
Harbour, H. W.....	7	13	Konenkamp, S. J.....	52	15
Hazen, Edson.....	53	5	Kness, J. I.....	31	15
Hart, J. T.....	Grand	334	Kuhn, Albert.....	53	367
Hagan, Chas. J.....	52	813	Kirkwood, R. L.....	36	52
Haines, W. B.....	53	507	Kirchmier, Wm. H.....	14	17
Hamilton, C. H.....	33	62	Kniskern, J. B.....	Grand	8
Hamilton, J. S.....	40	29	King, J. B.....	42	7
Hambright, A. B.....	17	113	Killey, A. A.....	Grand	116
Harrison, F. E.....	7	66	King, E. P.....	23	905
Hadden, W. L.....	7	59			
Hebert, P. H.....	1	111	Landrum, L. C.....	40	31
Hequembourg, Mrs. Rose.	31	14	Lecanda, J. A.....	Grand	6
Hicks, Napoleon.....	72	33	Latchford, H. J.....	33	33
Hicks, L. E.....	40	30	Lebold, A. B.....	33	144
Hilley, G. W.....	44	2	Landymore, H. N.....	33	5
Helman, H.....	7	54	Lehnerts, J. J.....	31	1303
Hicks, J. T.....	40	33	Lance, W. R.....	45	250
Healey, John.....	7	74	Lansberry, Wallace B....	52	922
Holton, W. J.....	17	157	Langville, W. A.....	11	414
Hoop, J. H.....	52	1	Lesperance, D. O.....	Grand	1706
Hope, E. E.....	52	17	Livermore, E. H.....	17	161
Husted, W. H.....	42	20	Long, G. M.....	2	40
Horne, C. W.....	6	3	Lyons, J. J.....	31	2
Hurlock, J. B.....	31	329	Luckfield, F. A.....	23	3133
Holland, T. N.....	31	331	Lilly, H. J.....	Grand	50
Howarth, L. A.....	31	1059	Lovenstein, C. H.....	33	65
Hubbard, Miss Anna.....	53	264	Little, S. H.....	10	40
Howard, W. R.....	7	27	Little, W. J.....	7	83
Huron, G. H.....	42	24			
Hosler, C. E.....	33	49	McElhinney, R. J.....	2	28
Hodges, C. R.....	33	63	McCoy, L. D.....	31	52
Holt, J. J.....	40	3	McClain, J. F.....	52	14
Hodge, J. M.....	53	336	McBain, Robert.....	141	10

HONOR ROLL—Continued

	Div.	Cert.		Div.	Cert.
McArthur, D. R.....	11	70	Nelson, J. S., Sr.....	Grand	5
McLearn, M. M.....	11	413	Nichols, C. E.....	Grand	12
McKinnon, Robert.....	23	12	Nicol, J. A.....	7	22
McCardell, W. R.....	33	26	Nicol, Prudent A.....	7	65
McDaniel, S. S.....	49	132	Nichols, D. L.....	53	17
McInturff, J. D.....	59	67	Norton, Hugh.....	31	9
McNair, W. B.....	40	32	Nelson, H. C.....	6	26
McNally, W. H.....	7	26	Nutter, A. L.....	7	58
McKenna, J. F.....	42	15	Ouellette, E. S.....	11	198
McManus, B. F.....	52	19	Ostrom, S. E.....	44	1
McLellon, Franklin F....	49	9	Orr, F. H.....	29	566
McKay, J. R.....	11	303	Omeara, E. C.....	31	6
McRae, A.....	43	64	Owens, R. B.....	7.	17
McLaughlin, Rudolph....	40	4	Ogg, R. C.....	40	13
McAmmond, A. E.....	7	76	Oakes, W. D.....	53	11
Maloney, W. E.....	33	59	Ostrander, Henry C....	Grand	17
Mastin, J. T.....	6	2	Ogle, Geo. V.....	7	41
Martin, J. B.....	11	1071	O'Brien, T. J.....	Grand	375
Matheny, J. A.....	14	3			
Marr, E. E.....	31	10	Perham, H. B., Past Pres..	49	2
Manion, J. P.....	36	50	Pace, J. H.....	Grand	304
Maupin, C. S.....	40	15	Falmer, D. B.....	15	5
Maillat, J. E.....	42	13	Patton, H.....	11	280
Martin, W. G.....	32	1031	Peterson, E. J.....	Grand	73
Maxwell, J. R.....	29	565	Phillips, E. L.....	26	157
Macdonald, W. L.....	7	57	Pelletier, Leon.....	7	8
Marcum, J. N.....	40	18	Parrish, T. T.	14	10
Mason, J. G.....	7	48	Parsons, L. N.....	16	2
Melvin, S. J.....	49	8	Perley, A. T.....	7	77
Melville, James.....	156	1	Pierson, Thos. M., V-P....	44	575
Miller, W. O.....	45	9	Pinneo, R. D.....	Grand	14
Mims, W. A.....	25	1	Purcell, J. M.....	7	52
Mitchell, W. H.....	49	28	Price, J. E.....	14	12
Melchior, C. S.....	17	26	Proctor, C. W.....	33	27
Mero, Chas. T.....	16	1	Polson, S. M.....	37	146
Meek, Wm. H.....	49	212	Provine, W. L.....	88	1
Miller, R. H.....	14	15½	Potter, B. A.....	7	39
Mitchell, J. H.....	11	1821	Price, J. W.....	40	2
Miller, E. S.....	33	90	Poltras, S. W.....	7	72
Moore, J.....	53	7			
Moore, H. C.....	Grand	415	Quick, L. W., Past GS&T..	2	1
Monosmith, S. B.....	10	97	Quick, Mae Leonard.....	2	12
Moran, Daniel.....	17	123	Quill, M. F.....	33	86
Myers, C. M.....	14	1	Queensbury, J. B.....	59	378
Murphy, Thos. A.....	42	14			
Munday, J. L.....	17	237	Ramsay, D. J., Past Pres..	91	1
Morrison, S. A.....	7	44	Rasor, S. W.....	Grand	157

HONOR ROLL—Continued

	Div.	Cert.		Div.	Cert.
Reeder, Miss Lura M..	Grand	9	Smith, M. C.....	Grand	100
Riker, G. B.....	Grand	11	Smith, E. Deming.....	8	8
Raley, U. V.....	59	76	Smith, E. M.....	Grand	561
Rader, W. I.....	14	6	Seemann, D. F.....	33	435
Redpath, Chas.....	7	23	Smith, Henry.....	49	10
Rheaume, A.....	11	245	Siemantel, A. E.....	33	565
Kiddell, A. W.....	7	32	Simmons, Wm. E.....	43	2419
Ray, Thomas.....	29	562	Sharp, Chas. A.....	54	685
Ritter, Henry L.....	17	141	Sheridan, S. F.....	14	226
Repstine, J.....	32	97	Stafford, Dr. A. C....	Grand	25
Rheem, John D.....	5	16	Souder, A.....	3	19
Reaburn, W. G.....	7	56	Somerton, W.....	1	3624
Read, G. C.....	1	8	Steck, F. A.....	11	186
Rhodes, W. N.....	40	81	Spencer, T. B.....	11	279
Reese, Chas. D.....	29	40	Scmers, G. C.....	45	4
Robinson, W. F.....	42	11	Stansell, J. C.....	72	20
Rubin, R. P.....	49	1	Sohner, J. W.....	Grand	19
Russell, B. F.....	33	568	Spedden, E. B.....	14	4½
Rogers, E. E.....	33	12	Stemmons, C. E.....	31	23
Rowland, R. E.....	45	3	Stevens, F. J.....	53	812
Russell, C. H.....	18	1	Stinson, W. T.....	7	63
Root, R. R.....	6	5	Southwick, Geo. M....	Grand	297
Roy, B.....	11	204	Stuesser, E. J.....	Grand	498
Rux, W. A.....	14	13	Stump, E. L.....	6	6
Robinson, Percy.....	7	28	Stuckey, N. C.....	33	566
Rockwell, A. W.....	7	29	Sublette, S. B.....	49	95
Rowland, J.....	7	16	Swartfager, D. C.....	49	98
Robinson, F.....	7	55	Stockdale, J. W.....	7	112
Robertson, W. D.....	33	85	Stratton, E. L.....	40	27
Rooney, Jas. G.....	Grand	85	Stover, Geo. R.....	17	145
Robinson, W. B.....	7	36	Sweeney, F. N.....	Grand	1427
Roy, Edmund.....	11	237			
Robinson, J. M.....	111	94			
			Tanquary, L. A.....	61	2
Schnobel, G. W.....	52	5	Timmons, J. J.....	7	5
Schwing, J. G.....	172	10	Taylor, G. W.....	53	4
Scott, E. J.....	33	51	Toney, G. A.....	53	8
Savage, S. C. G.....	7	6	Tudor, L. M.....	6	10
Schaefer, Geo. C.....	6	13	Truitt, Thos.....	17	5
Schneider, E. F.....	8	92	Toman, F. J.....	8	669
Sinks, A. O.....	Grand	4	Talbott, A. O.....	1	4
Skinner, W. M.....	17	27	Troutfitter, W. L.....	6	12
Sevier, Wm.....	31	3	Triplett, H. L.....	31	16
Seltz, T. T.....	31	5	Tate, Arthur F.....	33	608
Sebring, C. F.....	31	22	Trotter, Ernest F.....	7	45
Seibert, E. T.....	38	50	Tully, S. B.....	40	20
Smith, Miss Mabel S....	28	38			
Smith, J. G.....	14	17	Ullery, M. D.....	52	13

HONOR ROLL—Continued

	Div.	Cert.		Div.	Cert.
Van Atta, E. N.....	33	1	Williams, Thos. Y.....	31	27
Van Kirk, P. R.....	17	649	Wolever, E. F.....	61	1
Villars, Dr. H. F.....	31	30	Wright, C. A.....	49	3
Urquhart, Chas.....	11	422	Wilttrout, E. S.....	42	21
Van Antwerp, J. E.....	7	43	Williams, D. H.....	26	240
			Williams, W. I.....	174	79
Ward, G. F.....	11	103	Wilson, G. R.....	53	10
Warfel, C. O.....	33	13	Wilson, A. C.....	53	1800
Walters, C. W.....	49	7	Wise, Geo. N.....	17	20
Wasson, A. H.....	49	11	Will, P. R.....	Grand	2½
Wagner, J.....	1	2171	Wilkinson, Sam.....	88	625
West, E. A.....	40	1	Willis, G. F.....	40	68
Wentz, G. A.....	17	153	Wilson, Ben W.....	88	5
Weihe, F. W.....	53	326	Wood, N.....	1	18
Wetzell, O. L.....	33	46	Whitechurch, W. D. J....	31	32
Walter, W. F.....	14	6	Williams, Frank T.....	23	3211
Webster, W. L.....	73	23			
Weppler, Rupert McG..	Grand	14	Yerby, P. L.....	2	2
White, Henry C.....	161	573	Young, W. B.....	7	14
White, A. T.....	5	1	Yates, Seaton C.....	59	703
Watkins, J. V.....	7	71			
White, F. J.....	7	70	Zimmerman, E. C.....	Grand	373
Whitmore, J. A.....	33	91	Zimmerman, J. R.....	53	1337

MEDALS AWARDED IN FEBRUARY

During February, 1922, the following completed twenty-five years of continuous membership in the Order of Railroad Telegraphers, and were awarded a Veteran's Medal, which is a badge of loyal service to the cause of wage workers in station, tower and telegraph service on railroads throughout the United States, Canada and Mexico:

Green, Jas. E.....	722 S. 11th St., Muskogee, Okla.
Scott, Darwin H.....	Waugh, Va.
Shaw, D. L.....	867 Waterloo St., London, Ont.
Stizman, P. A.....	2618 Rutger St., St. Louis, Mo.

Soldiers of the wars of peace; veterans of twenty-five years, during which you have unfalteringly championed the cause of liberty and fraternity and kept ever aloft the banner of the O. R. T., on behalf of The Order of Railroad Telegraphers, and the labor movement in general, we salute you.



Grand Secretary and Treasurer.



Everyone is the son of his own work.—
Cervantes.

The path of democracy is education.—
E. H. Griggs.

We follow the fashions and the bill
collectors follow us.

The fellow who shakes the tree does not
always get the most fruit.

It doesn't pay to be crooked; even the
corkscrew is out of a job.

Still, if freight rates remain higher,
why should hire be lower?

Sympathy is the safeguard of the hu-
man soul against selfishness.

Women in Porto Rico are not permitted
to vote, but can hold public office.

We all like the man who "sticks
through thick and thin."—*A. Lincoln.*

Of the 100,000 factory workers in In-
diana, nearly 25 per cent are women.

No good book or good thing of any sort
shows its best face at first.—*Carlyle.*

Fifty nations, a hundred states, 10,000
cities have successful public ownership—
now.

One of the most comforting things
about our literature is the transiency of
trash.

Few persons have courage enough to
appear as good as they really are.—*A. W.
Hare.*

Ten per cent of the students in the
Christian College at Canton, China, are
women.

A man sometimes asserts that a thing
can't last merely because he doesn't want
it to.

A crank's theory often needs only a
rivet or two more to become a valuable
discovery.

One hundred and eighty-one new mem-
bers joined the Order during the month of
January.

Our greatest glory consists not in never
falling, but in rising every time we fall.—
Goldsmith.

A good reader summons the mighty
dead from their tombs and makes them
speak.—*Emerson.*

Now is the time for all good men to
try and figure out what in thunder their
party stands for.

A country is false to itself if it does
not keep in view the good of all man-
kind.—*Sir Oliver Lodge.*

The man who insists on telling his trou-
bles is nearly as disagreeable as the man
who refuses to listen to ours.

What old people say you cannot do you
try and you find you can. Old deeds for
old people and new deeds for new.

Not what we gain,
But what we give,
Measures the worth
Of the lives we live.

In a small town, a girl whose parents are worth ten thousand dollars has difficulty in finding a mate who is her social equal.

When a turkey can be sold for about the same price as a heifer there is still some adjustment to be made between food values and money values.

Rebuilding business prosperity seems to be very much like putting up stove pipes; slow work, and with a lot of unnecessary profanity to it.

Genius or talent are certainly not required to find fault; but to give credit where credit is due is indicative of good heart and sound judgment.

The building trades unions of St. Louis, Mo., by majorities of 25 to 1, voted to reject the 20 per cent wage reduction offered by the Master Builders' Association.

Every wrong in some way tends to abolish itself. It is hard to make a lie stand always. A lie will not fit a fact. It will only fit another lie made for the purpose.

Organs of speech were given man to use. It is man's duty to bring them to as great a state of efficiency as his muscles, his brain or any other part of his body.

It does not follow you must do a mean thing to a person who has done a mean thing to you. The old proverb runs: Because the cur has bitten me, shall I bite the cur?

In preparation for a general election, the labor party and the trades union congress of England, have decided to financially support the labor paper, the *Daily Herald* of London.

Clearing away a fog by means of an electric machine is one of the possibilities of the future. One of these inventions has been used with success to clear the atmosphere of a room.

Dr. Emily Daymond, member of the staff of the Royal College of Music, has the distinction of being the only woman who ever has received the degree of doctor of music from Oxford University.

Former Minister Stauning, on behalf of the Danish Trade Unionists, has asked the British labor leaders to call a Workers' International Conference to be held before the Genoa Conference takes place.

The first American carpet was made by William Sprague, 130 years ago in Kensington, Pa., which is now a part of Philadelphia. The locality is now the greatest carpet weaving center of the world.

Aside from bitterly opposing any wage reductions, miners' representatives in conference with operators in the region of Nord and Pas de Calais, France, are asking monthly allowances of coal for the miners' families.

Much of the increasing success of recent public ownership campaigns throughout the country is due to the irresistible force of the facts packed into the Public Ownership League literature and supplied to its members.

Three days can exist at the same time! It sounds impossible, but it is nevertheless a fact that when it is very late Sunday night at Attu Island, Alaska, it is Monday noon in London, England, and Tuesday morning at Cape Deshnef, Siberia.

An official review of comparative wages, with a basis for Germany of 100 per cent, says Austria stands at 68.2 per cent; Hungary, 75.8; Germany, 100; Finland, 147; Italy, 177; Belgium, 289; Norway, 325; Denmark, 388; France, 477; Switzerland, 625, and Sweden, 625.

"The railways are in the hands of labor unions," the Dominion Railways Commission was told by Chairman F. P. Carvell, who said "the chief problem of the

carriers in Canada was trade unionism and the refusal of employes to do an honest day's work for an honest day's pay.

Unemployment in Illinois continues, according to the January Employment Bulletin of the State Department of Agriculture. The bulletin shows the decrease in employment runs through all the industries, and the reduction in the volume of employment for all amounts to four per cent.

The International Correspondence School of Scranton, Pa., has locked out its force of compositors, members of the International Typographical Union, and is trying to replace them with non-union printers. The correspondence school has a large number of members of organized labor among its students, who should take note.

Henry Ford's railroad earned 200 per cent on the cost of the common stock in 1921, paying \$2 on the junior shares, which cost the motor manufacturer only \$1 a share. In addition to this fact the report given today states that the road earned a full 4 per cent dividend on the preferred stock, for which Ford paid \$5 a share, or an 80 per cent investment.

Roumania has a considerable surplus of grain for export both from earlier crops and from that of 1921, but export has been hampered both by the unsatisfactory condition of the railroads and by government regulations. The export of oil, the next most important Roumanian product, is about the same as in 1920, and is also hampered by various restrictions.

The Federation of Workers, members of which are on strike in the coal and gold mines of South Africa, announced that all essential services would stop at seven o'clock Saturday morning, January 16th. The grounds taken by the federation are that non-union workers are being employed and that the offer of the federation to work the coal mines has been refused.

The recent statement by Premier Barwell of South Australia that the maintenance of a "white" Australia was impossible and that the colored laborer would have to be admitted, has alarmed the Labor party, says Reuter's correspondent at Adelaide.

The Labor party has issued a manifesto urging the workers to fight any movement for the introduction of colored elements into Australia.

Per capita circulation of money in the United States declined \$6.09 during the last year, according to a statement issued by the Treasury. On January 1, 1922, the per capita circulation was \$53.03 based on a total of \$5,775,400,315 and an estimated population of 108,000,000 as compared with a per capita of \$59.12 on January 1, 1921, based on a total of \$6,340,436,718 in circulation and an estimated population of 107,000,000.

A law proposed to increase the working day in Switzerland from eight to nine and ten hours brought 20,000 workers on transport industries to Berne to protest. After a parade a memorial was laid before the Federal Council asking that no increase be made in the time of the working day. Steps are being taken to have the federal constitution revised in order to insure protection of labor as to the limit of hours and restrictions of child and women labor.

The following telegram was recently received by the district superintendent of an Indian railway from a Babu station-master: "Coming on duty early in the morning, clad in my new and white uniform, I perceived a man seated on a box in a naked and aggressive manner. Taking him to be an ordinary passenger, I proceeded to slap him, whereupon he hastily arose, unlocked the said box, clad himself in a policeman's uniform thereout and arrested me. The shoe is thus situated on the erroneous pedicle. Please arrange."

For scabbing on the Lawyers' Union, of Tacoma, Wash., O. E. Stevenson, real estate dealer, pleaded guilty before Judge M. L. Clifford. Stevenson said he had been examining abstracts of title and accepting fees for this service. He said he did not know that the lawyers were the only ones having a legal right to do this work. Stevenson was fined \$25.

Practicing law without a license is a gross misdemeanor. Deputy Prosecuting Attorney Leo Teats told the court. "We are going to put a stop to this sort of legal work performed without proper authority," declared Teats.

On November 1, 1921, the Prefect of Recife, Brazil, dedicated the workingmen's residence village constructed by the Municipality of Recife. The village consists of 149 dwelling houses which have been erected in a dry, healthy locality. Workingmen may purchase these dwellings on plan varying from five to twenty years, carrying respective monthly payments of from \$14.26 down to \$5.20. A schoolhouse and a bandstand have been erected, and governmental ordinances have been passed regulating the health, morals, safety and upkeep of this village for the welfare of its working folk.

Renewed efforts for the release of the remaining 125 political prisoners still held in federal prisons are announced by the American Civil Liberties Union, which has been conducting an amnesty campaign at Washington for the past two months. The new campaign is directed not only to the release from prison of those offenders convicted for expressions of opinion, but to the restoration of their civil rights, dismissal of untried cases under war laws, and the release of soldiers convicted during the war for purely military offenses, many of which involved only expressions of opinion.

After a heavy storm at Sydney, Nova Scotia, 230 unemployed men eagerly grasped the opportunity to earn a few dollars by working for the city clearing

the streets of ice and snow. When they went to the City Hall to get their pay, many of them were tendered receipted bills for poll and other taxes, accompanied occasionally by a small difference in cash. One man's envelope was fifteen cents short of the amount of his taxes, and he had to make up the difference before being allowed to leave. City Clerk Curry declares the city charter compels officials to make such deductions.

The strike of railwaymen in Ireland called for midnight, January 16th, was postponed as the result of a prolonged conference between the railway managers and the Minister of Labor in the Northern Cabinet, as far as it would affect the Midland Railway and the Belfast and County Down Railway.

The managers of the railways agreed to postpone putting into operation changes in wages and hours of work on the men for another week, and to meet representatives of the National Union of Railwaymen soon. The meeting will be under the chairmanship of the Minister of Labor.

In an appeal issued by the general council of the Trades and Labor Congress of Great Britain, agricultural workers of the country are urged to express effectively at the next general election resentment at the recent abolition of the Agricultural Wages Board.

"Attempts are now being made," the appeal says, "to force the workers back into the degrading conditions of the past."

It was announced from London on Monday that a deadlock had been reached in several agricultural districts where farmers were offering 32 shillings per week for farm help while the agricultural union was demanding 33 shillings.

According to the London, England, *Times*, the civil service clerical association possessing a membership of 4,500, and largely recruited from minor clerical grades of the civil service has definitely allied itself with the labor party and intends to advise its members to vote for

labor candidates in the next general election.

The labor party has made advances towards political comradeship with the civil servants ever since the civil servants first organized, but these negotiations proved unfruitful mainly because it was doubted whether the labor party would concern itself actively with the cause of the clerical worker.

According to a statement issued by the Commerce Department of the United States Government, a state-controlled "Platinum Trust" has been organized by the Soviet government of Russia which will have charge of all the platinum prospecting and mining business in Siberia, as well as the platinum smelting and refining works near Petrograd, Moscow and Ekaterinburg. This trust will act as the central sales agency for both foreign and domestic trade, and will thus be in a position to regulate the prices of platinum in the international market.

Platinum is largely used in the manufacture of electrical apparatus, including telegraph instruments.

A reduction of wages of 10 to 30 per cent and an increase of working hours from 48 to 52 a week have been stopped by a strike of leather workers in Philadelphia. The men left their jobs January 4. They have returned with all previous working conditions prevailing. About 160 workers were affected. At the time of the reduction they were not organized. Now they are. The result of focusing their attention upon the motto, "In union there is strength," has proved of some immediate profit to them, besides arousing them to the importance of spreading the tidings among their unorganized friends, which they declare it is their intention to do.

The United States Department of Labor, through the Bureau of Labor Statistics, has completed compilations showing changes in the retail cost of food in sixteen principal cities of the United States.

During the month from November 15

to December 15, 1921, there was a decrease in twelve of these cities, and an increase in two. In Indianapolis and Salt Lake City there was a decrease of 3 per cent; in Washington, D. C., a decrease of 2 per cent; in Bridgeport, Louisville, Mobile, Omaha, Philadelphia, and Savannah, a decrease of 1 per cent. In Detroit, Milwaukee, and New York, there was a decrease of less than five-tenths of 1 per cent. In Manchester and Minneapolis, there was no change during the month.

From San Francisco a hopeful New Year message is sent out to those cities in many parts of the United States which are struggling with "service at cost" problems in connection with public utilities. The report of San Francisco's municipal street railway system shows that, since its inauguration in 1912, it has earned over all expenses, while operating on a five-cent fare basis, \$5,876,358. Out of this excess the city has redeemed almost \$1,000,000 of the original bond issue, and the system, for which \$5,500,000 was appropriated, is said to have a present value of \$8,000,000. This does not include a \$2,000,000 surplus in cash. The exhibit furnishes a convincing argument for economic municipal ownership.—*Christian Science Monitor*.

The cost of living in Spain is increasing, although lower prices for staples are predicted. Prices of olive oil, olives, wines, and fruits are generally lower than those prevailing a month ago, while prices of textiles and preserved and dried fruits have increased. Higher prices for wheat and flour will undoubtedly result from the import prohibitions recently applied to those commodities.

Wage disputes are causing increasing unrest and strikes in the mines, metallurgical plants, railroads, and paper mills. Railroads are congested owing to seasonal shipments of grains, fertilizer and coal, and railway repairs and maintenance continue to be inadequate. The construction of subways in Madrid and Barcelona are the chief building activities at present.

A Reuter dispatch from Wellington, New Zealand, says the meat pool conference, recognizing the necessity of a national scheme for the marketing of New Zealand meat and supporting the principle of a compulsory pool, has resolved by a large majority to appoint a committee to bring the scheme either wholly or partly into operation during the present season.

The scheme involves the control of export sales and shipment from New Zealand. The committee of control will consist of members of the government, producers and freezing and mercantile interests.

It is proposed to utilize the existing channels in the United Kingdom as far as possible and to establish an associated board or committee in London.

The International Ladies' Garment Workers' Union has won a complete victory over the Manufacturers' Association. The shops will be run strictly under the conditions, rates of pay and hours of labor which prevailed before the lockout, November 14, and the manufacturers will live up to all the terms of the trade agreement until its expiration, June 1, 1922, abandoning their demands for the piece-work system, lengthening of the hours of labor from 44 to 49 a week, and a reduction of wages. The settlement of the lockout was ratified by all the unions involved, the members of which will return to work at once.

Negotiations will be begun immediately between representatives of the union and the Manufacturers' Association to formulate a trade agreement for 1922-1923.

Nothing in the Situations Wanted Column intrigues us more than an advertisement beginning:

"Young man, not afraid of work—"

It must be such a relief to an employer to know that his new assistant isn't likely to go insane from fright when confronted by a job. But why doesn't the advertiser go further and add "not afraid of food" and "not afraid of sleep." It would be no end of a nuisance to a manager to

find that he had hired a poor fellow with such a nervous dread of eats that it took half the office force to drag him out to lunch every day. And think of the wear and tear on a farmer whose hired man was so afraid of sleep that he had to be forced shrieking into bed at night, and prevented by main strength from leaping madly from his couch an hour ahead of time in the morning.

Throughout November a constant wage agitation was carried on in Germany which resulted in several noteworthy strikes. In Duesseldorf 60,000 metal workers struck on November 14, demanding a wage increase. The average wage level was increased 15 per cent and full work was resumed on December 4. Textile strikes in East Saxony affected 40,000 workmen. Passive resistance and brief strikes appeared among vehicle factories, and there were frequent strikes in public utility companies throughout German cities. The Hoesch Works at Dortmund were at a standstill for several days, and there was also trouble among printers and engravers in Berlin, and in the Anhalt metal industries. Demands for higher wages and for supplementary allowances in view of the high cost of living have been invariably granted wholly or in part.

The survey work preparatory to the long contemplated plan of constructing a submarine railway tunnel between Shimomoseki and Moji, Japan, is completed, and the tunnel will be opened to traffic within seven years, but under the present unsettled labor conditions of the world, including that of Japan, this estimate can be but vague. According to the latest investigations, the total mileage of the state railways in Japan is 6,040 miles. In addition, there are 127 private lines, including 126 narrow gauge railways and one standard gauge steam railway. Their total mileage is 1,820 miles. Thus the total mileage of railway lines in Japan is 7,860 miles. It is stated that government railway extensions in the near future will include eight new sections, 130 miles in length, to be completed this fiscal year.

which will bring the total mileage of the state lines to about 7,990 miles.

Reports from the new republic of Czecho-slovakia, made up of part of the old Austrian empire, indicate that the Czechs are rapidly recovering from the ravages of the war by establishing a stable economic order, largely through the co-operative movement. The Czech co-operatives are providing food for the people at cost, constructing homes, promoting enterprises owned and operated by the workers, furnishing light and power, giving all kinds of insurance on a non-profit basis, and getting control of banking and credit, administering them on a co-operative system. There are 12,336 co-operative societies in the country, half of which are banking and credit institutions. The local and district banks have a membership of 610,000. The General Co-operative Bank at Prague is the center of the banking and credit system, with branches in the most important industrial and farming sections.

Under the new bankruptcy laws moneys due as wages or as security which employers sometimes exact from workers, will not be dischargeable in bankruptcy. Employers who resume business after going through bankruptcy will still be liable for the moneys due their workers at the time they fail. Salesmen will benefit by the law as well as manual workers. Under the former bankruptcy law the worker was regarded as an ordinary creditor and had no redress whatever to collect wages due, owing to the fact that many employers about to become bankrupt resort to a fraudulent concealment of their property. The new law is designed to deter prospective bankrupts from defaulting in the payment of wages and from speculating with moneys borrowed from their employes. Bankrupt employers can now be held for wages in the bankrupt business after their discharge from bankruptcy.

The lockout of the commercial photo-engravers of New York, which took place

on December 31, has been ended. The union scored a victory against the proposed reduction of wages of \$5 a week and an increase in hours from forty-four to forty-eight a week. Matthew Woll, president of the International Photo-Engravers' Union of North America, declared that the victory of the union in New York would probably result in wage settlements favorable to the organization in several other cities where union members had been locked out by the employers demanding wage decreases and increase of labor hours. The engravers of Milwaukee also won their fight against a wage decrease of \$6 a week and an increase of four hours a week in the working time. In the New York lockout about 1,500 workers were affected. All of the photo-engraving shops of New York state, with the exception of two, have signed the union agreement for another year.

Alaska once was a land of sunshine and flowers, but that was millions of years ago, before man existed, the United States Geological Survey, which has made a study of the fossil flora, says: Deep down in the coal beds have been found fossils of plants, which indicate that Alaska was ages ago a land of luxuriant loveliness. Savages of a remote past, or perhaps members of a race of cliffdwellers, once looked across the waters of a huge lake in what is now northwestern Nevada covering 8,400 square miles, the survey also says.

Geologists have given the great body of water, which was present in "comparatively recent geologic time," the name of Lake Lahontan, in honor of Baron La Hontan, one of the early explorers of the head waters of the Mississippi River.

The deepest part of Lake Lahontan, 830 feet, was the site of the present Pyramid Lake, its surface standing about 500 feet above the surface of the present lake.

From what we can gather of the method of compiling the new Railway Regulations, they are carefully designed for studious people having plenty of time on their hands. They seem to run some

thing like this: "Whereas the aforesaid, to be read with the hereinafter, *mutatis mutandis*, is applicable to the foregoing, time worked after 10 p. m. is to be calculated on the basis of one-forty-eighth of the proportion of the period worked in excess of the previously mentioned, and shall be calculated only by a mathematician who has squared the circle, solved the problem of the fourth dimension, and comprehends the differential calculus, subject, however, to the provisions of Regulations Y. X, 3/5 (which see)."

The above paragraph might be regarded by some of our readers as being a bit puzzling, but if they can understand it, they will be able to read the new Regulations as easily as ordinary print.—*New Zealand Railway Review*.

Reports from Germany state that while a large number of locomotives are in bad order, there is considerable railroad reconstruction under way, and also new canal construction. In the great locomotive shop of the Krupp works, at Essen, heavy locomotives are turned out complete at the rate of one a day. In another shop cars are manufactured at the rate of eight a day. In still another building near by, five-ton motor lorries were being manufactured alongside of small motor scooters. At Dusseldorf there is located the Rhein Metall Fabrik. This plant has readjusted its operations from a war to a peace basis, and today ranks as one of the first railroad rolling stock industries in Germany. In less than a year it turned out 1,000 locomotives and 1,000 freight cars, and its monthly production at the present time is 30 locomotives and 500 freight cars. This concern also has more men on its payroll today than before the war, and, like Krupps, is executing a large volume of foreign orders.

Plans for an Anglo-American-Franco-German agreement to penetrate Russia, rebuild her industries, restore her crippled transport system and rehabilitate her generally, will fail unless they are radically revised.

The Russian view is that the "penetrating" countries have planned an attractive wedding, provided a dashing bridegroom, but have failed even to seek the necessary consent of the bride.

Russia, the *United Press* learns authoritatively, will not negotiate with a European consortium. If there is any negotiation by Russia, it will be with United States in Washington, Great Britain in London, Germany in Berlin, and France in Paris.

There may be first a general meeting. It will have nothing directly to do with penetrating Russia, however, but will deal with recognition of the Soviet government.

The position of the Russians is that any sort of capital will be welcomed. Capital is essential to the former empire, and Russia cannot be put upon her feet without it.

Incorporation in China, under the Chinese law, has its difficulties. According to Chinese law, a corporation created under it may find itself dissolved some morning if the local official opines that the corporation "disturbs the peace in any way." The by-laws must prescribe the manner of publicity, and particular provision is made to keep the promoters in sight.

As soon as the directors are elected, a Chinese company has to undergo a legal inspection, in the course of which excessive valuation of property paid in may get curtailed, and the local authorities may revise the privileges and compensation of the promoters. Upon election, a director has to deposit his shares with an auditor. At stockholders' meetings, if the propriety of the acts of an officer or director is brought into question, he cannot vote his shares or any proxies he holds. If a director is dropped without cause, he is entitled to an indemnity. On the other hand, if he resigns without sufficient reason and at a time to cause detriment to the company, he has to respond in damages.

Latest advices report that, on the Swiss Federal Railways, trials are now made with a steam turbine-driven locomotive. The turbine is located transversely across the front end of the boiler and drives through a suitable reducing gear upon an idle-shift located above the bogey and connected to the coupled axles by means of coupling rods. The speed of the turbine is 8,000 revolutions per minute, the gear reduction being such that the speed of the locomotive on the track is as high as 50 miles per hour. The boiler is provided with a superheater, and a condenser is fitted below the boiler. The water is conducted back again to the tender of the machine, which is arranged in such away that the water can trickle down from the roof of the tender in fine streams, thus providing for an effective cooling of the water. The locomotive is not provided with a blast pipe, and for this reason induced draft has been provided by means of special ventilators.

It is reported that this locomotive showed a fuel economy of 25 per cent as compared with compound locomotives of similar size.

That the labor situation in Canada would never be helped by such statements as those attributed to Hon. F. B. Carvell, at a sitting of the board of railway commissioners in Montreal, and that Mr. Carvell "was not shouting the other side of the question from the housetops" was the warm reply made to the chief commissioners by Hon. James Murdock, minister of labor.

A dispatch from Montreal quotes Mr. Carvell as stating: "The railways are in the hands of these labor unions," and, "These men need someone behind them continually with a yard stick."

"The labor situation in Canada will certainly never be helped by men, placed in the position Mr. Carvell is in, making statements such as he has been repeatedly making in matters of this kind, if he has been correctly quoted in the press," Mr. Murdock declared.

"Mr. Carvell," the minister added, "would be doing Canada a splendid serv-

ice if he maintained a timely supervision over the things he is supposed to deal with and leave the supervision of other problems to those who have a sympathetic understanding of both points of view, which Mr. Carvell's utterances show he has failed to acquire.

Doing their bit for the "deflation of labor," the Long Island and the Pennsylvania Railroad Companies have issued orders that all men over forty-five, who were employed after the United States entered the war, must be dropped by April 1. About 2,000 men will be affected. In deliberately marking these men for slaughter, the railroad companies are merely returning to their usual policy, which they benevolently allowed themselves to be swerved from during the war because of the shortage of civilian labor. It is their usual rule, the companies explained, not to employ persons more than forty-five.

The action of the companies, in putting out on the street the very men who will have the most difficulty in finding other work, throws a glaring light on the truth of the recent statement of Homer Folks, secretary of the New York States Charities Aid Association. Commenting on the fact that the state institutions for the insane received more patients in 1921 than ever before, Folks declared that economic conditions were partly to blame.

"Unemployment and distress, due to economic conditions, add so much mental strain," he said, "pushing over the line of insanity many who previously had been close to the border."

The *Peuple*, which is the organ of the French trade union movement, has uttered a vigorous protest against the campaign against the eight-hour day, which has been started by a section of the French bourgeoisie both in parliament and in the press. This journal reproaches the French industrialists with a lack of a "general view of the situation." The running expenses in French industry are unreasonably high, owing to the uneconomical manner in which the

various concerns are managed. It is not the eight-hour day that is responsible for the fact that French industry has become incapable of competing either in the home market or in the international market. Notwithstanding the fact that the same rate of wages is paid as for a ten-hour working day, it remains true that "the actual cost of production of manufactured articles is of very little importance. What weighs particularly heavily upon our industrialists is the recent past—the war."

As against the allegation that France is really the only country where the eight-hour day is enforced and where, consequently, economic competition has become impossible, the *Peuple* points to Germany where not only a close watch is kept on the strict observance of the eight-hour day law, but where also shorter working hours have been obtained in various concerns as a result of special labor contracts.

Forty-five nations have taken over and successfully operate their railroads; practically every important nation in the world, except the United States, owns and successfully operates its telegraph and telephone systems. Meanwhile states are now beginning to make striking and notable successes in public ownership. Perhaps the most remarkable and conclusive case is that of Ontario, Canada. During the last ten years this state has developed a Hydro-Electric Power Commission, a state-owned and operated system of hydro-electric plants that has become the wonder of the world in a way. It is now the largest electric power producing and distributing plant in the world. Government engineers from Norway and Japan have been sent to study its methods and report. The people of the state of California are now initiating a referendum vote to establish a similar system in their state; and the League of Municipalities of Georgia is preparing to do the same.

The Ontario system serves 270 cities and has reduced the average cost of electricity from nine cents per kilowatt to three.

The state of New York is building a series of state-owned elevators, a commission appointed by the governor of South Dakota has reported in favor of a state-owned cement plant and hydro-electric development.

There is no denying the fact that public ownership is growing steadily both in sentiment and favor among the people and in actual success, extent and achievement.

Glancing at the official map, one sees that the railway octopus is gradually spreading its tentacles over Victoria. Nearly every country district is served, or at least touched, except in the north-western portion of the state, where the Mallee settlers are edging toward the South Australian border. The annual report of Mr. M. E. Kernot, chief engineer for Railway Construction, shows what was done in the year closed on June 30.

The following lines were completed: Gheringhap to Maroona, 99.76 miles; Mumbannar to South Australian border; Bairnsdale to Orbost. The following new lines were opened for traffic: Cavendish to Balmoral, 25 miles (part of the Cavendish to Toolondo line); Alberton to Yarram, 3.6 miles (part of the Alberton to Won Wron line); Manangatang to Bryden's Tank, 14.19 miles; Beetoomba to Cudgewa, 9.74 miles (part of the Tallangatta to Cudgewa line). The lines not opened throughout on June 30 were: Woomelang to Mildura and Yelta, 127 miles; Kooweerup to M'Donald's Track, 30¾ miles; Alberton to Won Wron, 12¼ miles; Bittern to Red Hill, 10 miles; Morwell Brown Coal Railway. The reconstruction of several additional lines has been authorized.

The rate of wages for laborers employed on new lines was \$3.00 a day of eight hours till December 31, 1920. On January 1, the rate was increased to \$3.35 a day of eight hours. The rate in 1895 was \$1.25 a day.

Workmen are now supplied with tents and tools free of charge, are paid for time required to walk between their camps and

their work when the distance is more than a mile, and also for most of the time lost when shifting camp, and provided with cooks, utensils, and tents or buildings without charge, so that men may have the advantage of boarding together. The men consequently have better meals under more comfortable conditions without increased cost to themselves. Concessions are costing on the average about 56 cents a day for each man, and brings the cost of labor at the present fixed wage up to \$4.15 a day, with corresponding increase in the case of workmen who receive higher rates of pay, such as tradesmen.

The proportion of men accustomed to railway work has been much smaller, and, on the average, the men available do not remain long on the jobs. This increases the cost of supervision, and to some extent the cost of construction also.

Construction work is still much hindered and increased in cost by conditions arising out of the war. The cost of steel rails has increased from \$21.50 a ton as paid in 1893, and \$35.00 as paid in 1914, to \$91.75 a ton, at Melbourne. It is estimated that the cost of materials has, on the average, increased more than 100 per cent since 1914.—*Victoria Review*.

IN MEMORIAM

William Earl Slack, a member of The Order of Railroad Telegraphers, met up with death in horrible form, when he and others were burnt and charred as the result of a collision on the Newton branch of the Philadelphia and Reading, at Bryn Athryn, December fifth last.

Shortly before his death, Brother Slack sent the following verses to another member of the Order. Those verses are proof that in the death of Brother Slack, The Order of Railroad Telegraphers, the world of literature and humanity in general suffered a distinct loss.

WHEN I AM DEAD.

I do not want a gaping crowd
To come with lamentations loud
When life is fled;
Nor would I have my words or ways
Rehearsed, perhaps, mid tardy praise
When I am dead.

I do not want strange, curious eyes
To see my face when still it lies
In silence dread.
Nor do I want them, if they would,
To tell my deeds were ill or good,
When I am dead.

I only want the "very few"
Who stood through good, and evil, too,
Through friendships test;
Just they who sought to find the good,
And they, as only good friends could,
Forgive the rest.

They who with sympathetic heart
Sought hope and comfort to impart
When there was life;
Not keeping all the tears and sighs
Till weary, worn out Nature dies
And ends the strife.

I'd have them come, the friendly few
And drop perhaps a tear or two,
By kindness led;
Not many tears I'd have them shed
Nor do I want much sung or said
When I am dead.

To have them each come in alone
And call me in the sweet, old tone,
Would suit me best;
And then, without a sob or moan
Go softly out and leave alone
The dead, to rest.

WILLIAM EARL SLACK.



O. R. T. Emblem Pencil

\$1.00

WE have purchased a supply of pencils as illustrated on this page with a small O. R. T. emblem countersunk in the cap.

It is a Shur-Rite Pencil, simple, compact, perfectly balanced, beautifully finished and remarkably durable.

These pencils have a retail value of \$1.50 without the organization emblem. We are glad to announce that this high grade metal pencil with O. R. T. emblem may be purchased by members for \$1.00

O. R. T. Emblem Ring

\$7.00



WE have had a new ring designed in the form of a seal ring. A supply of these rings has also been secured for the accommodation of members. These rings may be purchased for \$7.00

O. R. T. Emblem Bar Pin



\$5.00

EVERY lady member of the Order will appreciate our new, original and artistic emblem bar pin. These ornamental emblem bar pins designed for the exclusive use of our sisters of the O. R. T. may be purchased for \$5.00.

All Orders Should Be Addressed to

**The Organization
Derives
No Profit**

L. Ross
Grand Secretary and Treasurer,
Missouri State Life Building, ST. LOUIS, MO.

**Members Receive
the Benefit of
the Actual Cost
Price**



PERSONAL MENTION



BIRTHS

The following births have been reported since the last issue of **THE RAILROAD TELEGRAPH**:

BARRICK, Bro. and Mrs. P. C., of Lilly, Ill., twin boys.

BASCOM, Bro. and Mrs. E. F., of Rockfall, Ct., a girl.

GORHAM, Bro. and Mrs. L. I., of Homer-ville, Ohio, a girl.

HINDERS, Bro. and Mrs. L. L., of Greenville, O., a girl.

JAMES, Bro. and Mrs. P. J., of Newboro, Ont., a boy.

KEEVER, Bro. and Mrs. A. R., of Melbeta, Nebr., a boy.

MCCREARY, Bro. and Mrs. W. E., of Goodlettsville, Tenn., a boy.

MICHAUD, Bro. and Mrs. P., of Magog, Que., a boy.

POTTER, Bro. and Mrs. G. W., of Bartlett, Ia., a girl.

SUNDBERG, Bro. and Mrs. H. A., of Spoford, Texas, a boy.

THOMAS, Bro. and Mrs. J. E., of Oregon, Ill., a girl.

MARRIED

The following marriages have been reported since the last issue of **THE RAILROAD TELEGRAPH**:

BROCK, Bro. E. E., of Div. 17, and Miss Mildred Barrett, at Converse, Ind.

BUCHANAN, Bro. E. S., of Div. 49, and Miss Maribel Hudson, at Moreley, Colo.

CHRYST, Bro. F. A., of Div. 49, and Miss Jewel Bone, at Spanish Fork, Utah.

HERR, Bro. Claude M., of Div. 31, and Miss Oillie Lee Allsman, at Wichita, Kan.

JONES, Bro. A., of Div. 49, and Miss Marguerite McPherson, at Mack, Colo.

MARTIN, Bro. Earl T., of Div. 37, and Miss Helen Brinkman, at Winfield, Mo.

MEYER, Bro. W. L., of Div. 23, and Miss Emma Ficks, at Chicago, Ill.

TYRELL, Bro. Deforest, of Div. 173, and Miss Eva Kinsel, at Moxahala, O.

WAHL, Bro. Clarence G., of Div. 37, and Miss Dorothy Smith, at Louisiana, Mo.

THE RAILROAD TELEGRAPH extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of **THE RAILROAD TELEGRAPH**:

ANDERSON, Bro. Earl, of Div. 54.

BOULAIS, Bro. H. L., of Div. 7.

BRADWAY, Bro. A. L., of Div. 95.

HARMON, Bro. H. C., of Div. 96.

HOFFMAN, Bro. John A., of Div. 10.

SLACK, Bro. Wm. E., of Div. 10.

STEPHENS, Bro. A. M., of Div. 58.

WHELAN, Bro. Wm. J., of Div. 10.

WILLEY, Bro. J. W., of Div. 10.

WILE, Bro. J. H., of Div. 27.

ZIEGLER, Bro. H. H., of Div. 45.

BARKLEY, mother of Bro. H. B., of Div. 59

CARRICK, mother of Bro. A. C., of Div. 7.

PERRY, mother of Bro. C. V., of Div. 58.

GLEASON, father of Bro. W. A., of Div. 23.

CRAWFORD, wife of Bro. W. N., of Div. 40.

PIEPER, wife of Bro. W. H., of Div. 35.

STEGE, wife of Bro. J. H., of Div. 35.

THURMAN, wife of Bro. E. G., of Div. 22.

WILKINSON, wife of Bro. W. H., of Div. 7

WILCOX, wife of Bro. J. E., of Div. 7.

CASSIDY, daughter of Bro. F. C., of Div. 1.

LEVICK, son of Bro. Edward, of Div. 3.

ROBINSON, son of Bro. Wm. H., of Div. 88.

BOARD, sister of Bro. C. E., of Div. 23.

The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Wm. A. Simpson, last heard of working on the Inter-Colonial Railway at Point de Chene, New Brunswick. Kindly communicate with Daniel L. Cummings, Amazon, Montana.

Whereabouts of J. U. (Doc.) Conley. Last heard of on Copper Range R. R. Also C. Reif, last heard of was agent for D. S. S. and A. Ry.

W. J. HANSEN,
Wise River, Mont.

Telegraphers Lloyd Ridgeway and O'Reilly formerly of the Grand Trunk, kindly communicate with Allen Turk, 525 East Jefferson St., Clinton, Missouri.

Whereabouts of C. J. Breene. Was traveling auditor for the C. H. & D. Ry. in 1907.

JASON C. REDFERN,
1110 S. San Juan Ave.,
LaJunta, Colo.

Address of Walter E. Cook. Last heard of in 1918, in Philadelphia, Pa. Very important. Also Wm. Kennedy, who worked on C. & O. R. R. 1894.

D. R. LEE,
Berlin, N. J.

Wish to trade my agency for trick or agency on C. B. & Q. Lines West. Seniority dates from December 1, 1918.

S. J. GORSCHALL,
Pattonsburg, Mo.

Wish to trade positions with operator on the Colorado or Wyoming Division. I have third trick here.

D. LEWIS,
Box 62,
Wamsutter, Wyo.

Fifty Dollars reward will be paid to the first person giving information which will lead to communication with my son, Emerson Griswold.

MRS. SAM GRISWOLD.

LOST OR STOLEN

Year, 1921.

Name	No.	Cert.	Div.
H. Luter.....	8094	44	182
A. B. Evans	2161	1130	15

Year, 1922.

Name	No.	Cert.	Div.
Florence Connell	2211	1566	61
F. R. Saternow.	1387	7262	17
A. B. Evans....	1632	1130	15
F. L. Kruger...	927	39	54

Term Ending December 31, 1921.

Name	No.	Cert.	Div.
E. M. Graeme..	60807	2664	43
M. M. Wilson...	24108	2282	54
F. C. Drake....	36125	2525	17

Term Ending June 30, 1922.

Name	No.	Cert.	Div.
W. E. Baer.....	2676	1210	6
L. R. Wall.....	8626	64	93
H. Maxfield....	6839	150	166
W. G. Chapin...	2104	2504	G

CARD OF THANKS

The following desire to express their thanks to members of the O. R. T., who have so kindly aided, in various ways, those suffering loss of relatives and friends, or for kindnesses shown and services rendered during illness of those named:

	Div.
Mr. and Mrs. H. B. Barkley, White Pine, Tenn.	59
Bro. F. C. Cassidy, Simcoe, Ontario...	1
Bro. A. C. Carrick, Edmonton, Alberta	43
Mrs. Edward Conroy, New Haven, Ct.	29
Sister Maud F. Miller, Whitestown, Ind.	3
Sister Mary McFee, Canton, Ohio....	55



LADIES' AUXILIARY



WHAT'S IN A NAME?

By KATE E. CARR.

Women who married and retained their maiden names have in the past been regarded as very eccentric characters, and were as a result subjects of much open and silent criticism. However, the custom is becoming rather common. Elsie Hill, chairman of the Executive Committee of the National Woman's party who was recently married to Albert Levitt, professor of law at the University of North Dakota, is perhaps the latest nationally known woman to add her name to this unusual list.

A name, as a word, contains but little significance until some attribute or set of attributes is added to it. And whether the subject involved be soap or women does not alter the condition. But as soon as we say Ivory soap or Japanese women we have added a condition to the name which gives it an individuality. To introduce a person as Miss Adams or Mrs. E. H. Sothern would mean but little to the average individual. But to introduce these same persons as Maude Adams and Julia Marlowe would defeat your indifference immediately. Miss Adams connotes nothing, but Maude Adams connotes Peter Pan and all the delights of fairyland. Mrs. E. H. Sothern may be anybody, but Julia Marlowe is Rosalind and Beatrice and half the thrills of Shakespeare.

In the same way, anyone who has achieved any degree of prominence, or

who has struggled for any ideal or social advance, has given to her or his name a character which is more than a mere handle for census purposes, a character which no marriage ceremony should be allowed to destroy.

RIGHT TO REJECT PRISON-MADE ARTICLES PROVIDED FOR IN BILL.

In a bill introduced recently by Chairman Nolan of the House Labor Committee, a state would be permitted to reject from its markets articles manufactured in prison under conditions not lawful in that state.

The bill has the indorsement of the American Federation of Labor and the National Committee on Prisons and Prison Labor and should have the support of every man and woman interested in human welfare or labor union advancement.

Of what value are state industrial sanitation laws when our prison factories are allowed to be, in many instances, seething hotbeds of disease? And products from these same factories are allowed to be placed on our markets in open competition with our union made and sanitarily made products.

Today we are filling our prisons, thereby closing the factories which must operate under local and State sanitation laws.

The Nolan Bill will not "cure" the con-

dition, but if passed will undoubtedly help the situation and who knows but that it may be a stepping stone to other needed legislation in this line.

THE PRESIDENT'S INDICTMENT.

In his speech before the Farm Conference President Harding made the following statements:

"It is rather shocking to be told, and to have the statement strongly supported, that nine million bales of cotton raised on American plantations in a given year will actually be worth more to the producers than thirteen millions would have been. Equally shocking is the statement that 700 million bushels of wheat raised by American farmers would bring them less money than a million bushels."

"Yet these are not exaggerated statements. In a world where there are tens of millions who need food and clothing which they cannot get, *such a condition is sure to indict the social system which makes it possible.*"

However, the President did not tell all the story.

He might have told that western farmers are allowing millions of bushels of potatoes to rot because they cannot afford to sell them for one cent per pound. He might have added that Iowa farmers were burning corn for fuel and that coal from Australia is being unloaded in Seattle by the ship load while millions of American miners and their families are starving on account of having no work.

He might have told how millions of American workers (both men and women) are walking the streets of our cities, hungry, while enormous quantities of corn, fruit and potatoes, rot; cold, while billions of tons of coal lie under our feet waiting for the picks of the "anxious to work" miners; jobless, while millions are clamoring for the very things that our idle workers are willing, anxious, and capable of producing.

WOMEN'S WAGE LAW OPPOSED BY EMPLOYERS.

Sixteen dollars a week is the minimum wage established by law for women workers of California. Some employers of the State are now carrying on a strenuous campaign to reduce the minimum, despite the fact that public hearings under the auspices of the Industrial Welfare Commission show that the present wage is barely sufficient to maintain a standard of proper living. All the labor organizations of the State oppose any reduction of the present minimum standard of women's wages.

California now has the highest minimum wage of any State.

TEST MINIMUM WAGE.

Three women social workers, of Boston, broke down when they attempted to test the State Minimum Wage Commission's rule that a working girl can live on 78 cents a day.

Not one of them was able to carry the test as they originally intended.

"You can exist, but you cannot live," they declared.

The 78 cents a day for meals is part of the \$12 a week minimum which the commission declares is sufficient for a working girl.

If social workers, schooled in the art of living are unable to live on \$12 per week, what possible chance has the uneducated and unskilled working girl?

COST THEM \$35,000,000.

Employers who locked out the members of the Ladies' Garment Workers' Union last November and broke their trade agreement with the union have lost \$35,000,000 by their folly, say those who are familiar with the garment-making industry. The union, having broken the lock-out, is stronger than ever. Over half the strikers were women. Who said women can't be good union fighters?



Poe Tickle.

When your heels hit hard and your head
feels queer,
And your thoughts rise up like the foam
on beer;
And your eyes are weak and your breath
is strong,
And you laugh like a chump at some fool
song—
You're drunk, old man, you're drunk!

To M. S.

(With Apologies to the Author of "Reliance")
Not to the swift, the race;
Not to the strong, the fight;
Not to those older hands, the nerve:
Not to the "bugs," the right.

But often faltering hands
Will send the message right,
And the ham who merely gropes along
May save a wreck tonight.

The ditching of a "Limited"
Was once stopped by a child;
A frail girl threw the switch that stopped
An engine running wild.

A thousand times by night
I've tempted been to quit;
A thousand times I've grit my teeth
And vowed I'd stay with it.

Not from my hand the stream
Of steady Morse that flows
Along the wires tonight; but in
The years ahead, who knows?

ELLIS BROOKLEWSE.

Normalcy.

Labor has slaved since time began,
The underdog to privileged man;
And through all pages of history,
Such was his lot in normalcy.

Labor learns slowly, through progress and
time;
Ever a drudge to sloth, wealth and crime;
Ignorant, lazy, humbugged—all three
Of the fruits of labor and humanity

Labor pays dearly for war and for peace;
Sacrifice and taxation never release;
Deprived of true home, and posterity
Predestined by war and normalcy.

Humanity shrinks backward to perdition,
While privilege controls dollar and position;
Sets ransom on union and equity—
The only obstructions to normalcy.

Privilege, ever alert, doth stand;
Flays labor's cause with propagand;
Camouflages justice and democracy,
Hypnotizes the public into normalcy.

Must labor forever pay the price
Of capital's shortcomings and avarice?
Humanity and labor, a lottery—
In the hands of the few, in normalcy.

CERT. 994, Div. 23.

Who Is My Real Boss?

A station agent I chance to be, at an OS job
far from the sea.

Now and then I'm at a loss to understand
just who's my boss.

The super. says, "Get busy, man! or on to
you I'll tie a can."

While the A. F. A., in accents broad, hangs
onto me another load.

The G. P. A. and G. F. A. slip you something
every day;

You file and file till things turn blue, but
they slip another bunch to you.

The superintendent of telegraph takes lots of
time, yea! almost half.

Statistics now, compared with then; then
next month do it over again.

The assistant super. is the man on your
track;

He's here when you least expect him back.
He'll jack you up for a dirty floor; rave and
rave, till you think he's sore.

Then the lineman happens along, tests your
locals to see how strong;

Then says he, "They are working bad; clean
'em up, or else, my lad,

I'll have to tell the W. C.; then what you'll
get, oh, hully gee!"

But worst of all, the C. D. stands ready to
hang to you a can

If for once you fall to be not in reach of
the D.I.'s key.

And now what worries me till I'm cross is:
"Who in the hell is my real boss?"

CERT. 585, Div. 172.

A Railroad Day.

Call! Call! Call!

Hear the dispatcher squall!
All the day hear him say,
"Why can't you hit the ball?"

DS! DS! DS!

Hear the op's distress!
Along the line they spend their time,
Trying to get DS.

Hurry! Hurry! Hurry!

Hear the conductors say!
"Get complete on that d—m meet;
I can't stay here all day!"

Knock! Knock! Knock!

Hear the patrons wail!
"I want my freight; I cannot wait;
I'll have you put in jail!"

Ring! Ring! Ring!

Hear the telephone cry!
"You could answer without delay, sir,
If you'd only try."

Reports! Reports! Reports!

The auditor's letters say!
The third request, nevertheless,
We mailed them yesterday.

Wages! Wages! Wages!

Hear the officials say!
"We can't afford on this railroad
The present scale of pay."

So this is the way of a railroad day;
Its wonders to perform;
And if we don't seek to stop the leak
There'll be an endless storm.

J. E. Faw.

In Memory of the Tower.

Farewell, Old Tower, Old Tower, I say;
Not that you are old with age or decay,
But for the friendship between us that was
born
Beginning on that first November morn';
'Tis thirty-one days we have labored and
planned
To keep the cars rolling with pleasure of
hand.

Your bells rang out with a sound that was
true,
Urging in earnest to let the drags go through.
'Twas only once there was delay,
But accidents will happen at work or play.

The delay to us was really not due,
But fault of the Extra that was passing
through;
No. 603 cleared in plenty of time
Before 1815 came down the Main line.

The boards were all red and the plant was
locked;
Our timers wouldn't work, so the Extra
stopped;
We smashed the glass to throw the switch,
The levers released with a simple twitch.

The engineer to the brake said:
"I want a clearance, the board is red."
Another unnecessary stop prolonged the de-
lay;
The plant controls the order board, they say.

No. 1 was then close in the rear;
On went her brakes, for the main was not
clear;
We received a letter, to which we explain,
For a broken connection delayed No. 1's
train.

Now, Old Tower, farewell I say;
Our company ends at the close of this day.
H. P. A., Cert. 2333.

The Non's Dream.

He sat beside a broad highway,
Watched people passing by;
He saw content on every side,
And then he hove a sigh.

He sat and wondered at their mirth,
There all was peace and joy;
He saw himself start out in life,
While he was yet a boy.

Had planned how he would shape his course,
To lead to paths sublime;
Would help him to the top of grade,
And down the hills of time.

Somehow his plans had slipped a cog;
He strove to reason why;
Their laughter brought it back to him,
As they were passing by.

Decided he would follow crowd,
To find where it would lead;
For he had reached the end of trail,
And found himself in need.

As turn in road revealed a gate,
This notice came in view:
"Will have to show your order card,
As you are passing through."

The non awoke all in a sweat,
He scarce knew what to do;
His conscience rose within and cried:
"My boy, it's up to you!"

"You know you've lived a selfish life,
While others bore the load;
Received an equal share of gain,
And now you're on the road;

"How can you look them in the face,
And to yourself be true;
Unless you hold an order card?
My boy, it's up to you!"

W. L. ZEIDERS

SMILEPOSTS

No Chance.

"Do you object to jazz music?"

"No," replied Mr. Growcher. "If I did I'd have to holler to make myself heard and people would merely think I was part of the band."

"Soupcious."

"See here, landlord, I don't understand about this trouser's button being in my soup."

"I don't either, sir. We employ only female help here."

Big Chump.

"Say, what's your hurry?"

"I'm going to get a divorce. My wife hasn't spoken to me for six months."

"Better be careful. You'll never get another wife like that."

The Sign is the Mark.

"I think I'll try to sell Flivver an encyclopedia."

"No chance. He knows it all."

"That means a good chance. He can go through it looking for errors."

Ain't Modern Girls Awful!

Every time I see a girl powder her nose or rouge her lips in public, in unembarrassed sight of others, I wonder what her great-grandmother, who smoked a clay pipe, would think of it.

A Flying Winner.

Mrs. Yeast—"Dinner is ready, Henry."

Mr. Yeast—"Wait till I change my overalls, dear."

"Never mind taking them off, Henry. We're going to have grapefruit, and you've got a duck to carve."

Father's Answer.

A visitor at the capitol was accompanied by his small son. The little boy watched from the gallery when the House came to order.

"Why did the minister pray for all these men, pap?" he questioned.

"He didn't. He looked them over and prayed for the country," was the answer.

Polcy.

"Stiddy there, lion, take it aisy," quavered the Irish zoo attendant in his most soothing tones, as the transfer of a wild beast was being effected.

"What's the idea?" queried a comrade.

"Callin' that hyena a lion."

"Have ye no tact? Can't ye see 'tis flatterin' him I am?"—*American Legion Weekly.*

The Entire Exception.

A dusky chauffeur who recently brought the frame of a big truck from Detroit to Youngstown, rode part of the way sitting on the gas tank, but the seat was so hard he soon became tired of it.

"Ah don't see how you could stan' it, Henry," a friend observed.

"Stan' it," Henry replied. "Mah goodness, dat's jess what Ah couldnt' do nothin' else but."

Every Day Affair.

A Jersey commuter missing his train one bitter cold morning concluded he would spend the day with his wife. He went back to the house, 'round to the kitchen door and entered—there he found his wife leaning over the stove with her back to him. He came up behind her and kissed her on the back of the neck. Without looking the wife said:

"Two bottles of milk and a half pint of cream today."

Bad Luck in His Betting.

"It means 'In God we trust,'" replied the office boy confidently in answer to a question over the telephone.

"What does?" inquired the city editor, who caught the remark.

"*E Pluribus Unum*," answered the boy. "A man said he had a bet up."

"What did he say when you told him that?"

"He said he guessed he'd lost the bet."

No Doubt About It.

A stylishly-dressed man went up to a railway ticket office in England and asked for a "seaman's return."

"We only issue them to seamen," returned the ticket agent, as he raised his eyes, seeking approval from the stationmaster, who was standing by.

"Why," said the applicant, "you—you leather-necked, swivel-eyed son of a sea-cook, if you feel my starboard boom running foul of your headlights you'll haul in your jaw-tackle a bit, and then——"

"Give him a ticket," shouted the stationmaster, "he's one!"

Generalship.

Two rival western towns both boasted of the prowess of their football teams, and a game was arranged. One town bet quite heavily on its team, and to make the result fairly certain hired a celebrated professional player. Early in the game he made a sensational run of seventy yards to a touchdown—and to the surprise of the spectators was immediately removed from the game. The manager gave this explanation:

"Why, we guaranteed to pay that guy at the rate of a dollar a yard! Do you think I wanted to see the town go broke?"
—*New York Evening Post*.

No Evidence.

One afternoon a stranger debarked from a train at a hustling town in the West and headed up the street. Finally he met a man who looked like a native.

"Pardon me," said the stranger, "are you a resident of this town?"

"Yes, sir," was the ready rejoinder of

the other. "I have been here something like 50 years. What can I do for you?"

"I am looking for a criminal lawyer," responded the stranger. "Have you one here?"

"Well," said the native reflectively, "we think we have, but we can't prove it on him."—*Washington Herald*.

Poor William.

William Smith was noted for his jollity, and also for keeping late hours, as he usually goes home at 1 o'clock in the morning.

One stormy night, when it rained heavily, William decided to go home early, and accordingly he arrived at his house about 11 o'clock.

In answer to his knock, his old mother opened a window and inquired:

"Who's there?"

"William," was the reply.

"No," said she, "you can't come that over me; my William won't be home for two hours yet," and closing the window the mother retired.

Bought and Sold.

A murder trial in a small town was drawing to a close. The attorney for the defense had summed up in a stirring address, but as the jury retired he realized that the chance of saving his client's life was small in face of very damaging evidence.

A hurried conference was called, which resulted in arranging for the town hall janitor to "see" his friend, the jury foreman, during the deliberation and "persuade" the jury, by a judicious distribution of cash, to bring in a second-degree verdict.

The jury duly returned and the desired verdict was rendered. As soon as possible the defendant's attorney looked up the janitor to congratulate and reward him.

"Well, John," he said, "you certainly did well. Did you have a hard time swinging them?"

"Hard time? Why, man, I argued for half an hour and spent every cent you gave me—the damfools wanted to acquit him."



A LITTLE OF EVERYTHING.

The Los Angeles *Times* seems greatly worried concerning the farmer's Bloc that is now having something to say about the laws of the land in their relation to the worker. Whenever the *Times* has had things to say about a financial Bloc in Washington, we may all believe it is getting honest in purpose.

Isn't it singular that when the workingman had to sell his Liberty and Victory Bonds he had to sacrifice nearly \$15 on the hundred? Now that these bonds are mostly in the hands of the bankers, their value is gradually nearing par.

San Francisco's municipal street railways, since their inauguration in 1912, have yielded almost six million dollars in excess of their operating expenses, and this excess all reverts to the public. No traction king buys a palace with that profit. If all industries of a public nature were publicly owned, "Kings" of various sorts would quickly be dining in Rescue Missions. Every day one hears or reads of various sorts of industrial kings: Steel Kings, Copper Kings, Oil Kings, Woolen and Cotton Kings, and the workers are their servile subjects, but who ever heard of a Postage-Stamp King?

There is one great possibility about the six-day week. It might provide at least one day a week in which to use our heads.

In Los Angeles County alone, there were found by the County Sealer of Weights and Measures in one year fifteen thousand faulty scales, many of which had been in use indefinitely before discovered,

and the trusting buyer paid the bill. Dishonesty is the hand-maiden of profit.

During the Czar's reign, there were but 200 newspapers in Russia. There are now 700 daily papers in the various towns and cities from the Baltic to the Black Sea. Many of the poorer people are yet unable to read, but provision is made for them to gather in parks and other places in the larger cities and there listen to a reader in another part of the city, through the medium of the telephone and amplifiers. By this method one reader can be heard by thousands, and the news is then obtained in an authentic manner.

Frank A. Horne, president of the Merchants' Refrigerating Co. of New York, says the wealthier class have at times in cold storage individual furs valued at from thirty thousand to one hundred thousand dollars each. That being the case, railroad workers ought to concur in a reasonable reduction in wages. If it takes the hides of fifty sables at two thousand dollars each to make a coat valued at \$100,000 how long will it require, at a reduction of ten cents per hour, to get this amount out of the hides of ten thousand American workers?

The Non-Partisan League has made its bow to the California public. To those familiar with its activities elsewhere, nothing need be added. It has left nothing undone to aid the farmer and industrial worker. That is why we may expect the capitalistic press to execute about three editorial fits per week when it has occasion to refer to the League. The Los Angeles *Times* likes the Non-Partisan League, just like a gopher likes to spend the week-end in a Tomcat's tummy.

RANKIN PHYLE.

CAPTAINS OF INDUSTRY TRYING TO FORCE WAGES BELOW LIVING COST.

J. P. Abney, general chairman of Division 88, wrote the following for a publication at Longview, Texas. It was featured on the first page of that paper, and is printed here because it is well worth reading and covers the subject thoroughly.

There are only 14,000 men unemployed in all France, and the government is talking about importing 600,000 workmen from other countries. According to the report from Germany practically every worker is employed and he is better supplied with the necessities of life than he was before the war.

In Great Britain 1,500,000 workers are walking the streets. In this country between 2,000,000 and 5,000,000 workers—the authorities cannot agree as to figures—are in a similar unfortunate condition. The United States and Great Britain are the richest nations in the world.

France is mortgaged up to the ears, and Germany's finances are in such shape that its mark is worth only one fiftieth of its face value.

What sort of a topsy-turvy economic system is it that makes two nations so "RICH" that their people starve, and two nations so "POOR" that their people are comparatively comfortable?

From figures from the 1910 census, compiled by the United States Government, see (Census Bulletin 150), we find that at that time, a decade ago, labor was paid in the form of wages, only one-fifth of that which was produced by them. It is therefore obvious that labor in this country can buy and consume but one-fifth of the products from American industry. Approximately one-fifth may be said to go for maintenance and additions. The other three-fifths cannot be consumed by the owners of industry, it matters not in what form of riotous, idleous luxury they may indulge. That the surplus may be disposed of and that American industry may continue to operate and provide employment for the American people, a foreign market is necessary. Prior to and during the late world war the surplus was dis-

posed of in the foreign markets of the world. The greatest consumers having been involved in the great world war, they find themselves indebted to the extent that they are scarcely able to pay the interest on the indebtedness and exist. They are therefore no longer to any material degree, consumers of the surplus on account of having little or no purchasing power today. Russia would consume a great deal of the surplus were they not prevented from so doing by our present government which has as yet declined to recognize and trade with the present government of that long oppressed and unhappy country. Russia is no doubt suffering a great deal more from the results of centuries of misrule on the part of the Czar and the late world war than they are from the present regime, who are endeavoring to maintain a co-operative form of government.

Finding ourselves without foreign markets to consume the surplus and labor in this country, paid insufficient wages to buy and consume that surplus which is created by their labor, we have American industry closing down because there is no purchasing power to consume the products. Where industry closes, we have additional thousands of workers thrown into the ranks of the millions of unemployed, which further diminishes the purchasing power and eventually causes additional industry to close down. As may readily be observed, the process is but an endless cycle from cause and effect, which, if permitted to go on, will inevitably stay the wheels of commerce in this country.

The captains of industry in the United States have and are materially exercising themselves in an endeavor to force wages down to the lowest subsistence point. They have succeeded to a considerable extent and that has decreased the purchasing power of the people's income, and to that extent diminished the market for the products from American industry and assisted in forcing certain industry to close down and throw additional workers into the ranks of the unemployed, and, as in the case related above, we have a never-ending cycle for which a remedy

must be found. Should the workers humbly submit to lower and still lower wages, that could not remedy the situation. It would but render a bad situation more deplorable. Every business man, worker and even woman and child who gives thought to the situation is aware of the fact that upon the purchasing power of the people's income, depends the amount of business which may be done.

It is said that in Germany, labor and capital are closely co-operating in a business-like manner and that as a result of that condition, German industry is operating in full force, eliminating all needless duplication, and is producing commodities more rapidly than in this country. Their workers are employed and living a standard better than that which prevailed prior to the war.

ASKING QUESTIONS.

O. P. Knedel, local chairman on the Great Northern, has been in correspondence with a congressman from up his way, and we here reproduce part of that correspondence. It is advised that members should keep tab on congressmen and senators and write letters to them so that they may know they are being watched.

Committee on Pensions, House of Representatives.

Washington, D. C., Dec. 28, 1921.

Mr. O. P. Knedel, Local Chairman, O. R. T.,
Long Prairie, Minn.

My Dear Mr. Knedel:

Upon my return to Washington, from a trip taken to regain my health, I found your letter awaiting me.

It will not be possible for me to go into all the angles that influenced me in my vote on the recent Revenue act, in this letter, but I will try and give you the main reasons therefor.

The entire civilized world is in the throes of an economic depression growing out of the late war, such as you and I have never witnessed and hope will never experience again. The agricultural class is on the verge of bankruptcy; many industries have shut down, throwing millions out of work, and the transportation lines of the country are paralyzed for the want of funds with which to make needed

improvements and extensions. In my home city of St. Cloud the Great Northern Railroad shops have recently closed down, throwing hundreds of men out of work. What is the reason for this condition? Primarily, it is the result of the war, but I think that I can present to you an equally cogent reason. It is almost impossible for the farmer, the business man, the manufacturer and the railroad operator to go into the market and borrow money at the present time. Why? Because money invested in legitimate enterprises under the present high Federal tax rate does not bring a fair return on the investment and as a result the liquid capital of the country is rapidly being invested in tax free securities. It is estimated that something like fifteen thousand million dollars, which should be actively employed for the benefit of the American people, is now tied up in that form of securities and this condition will continue to grow worse until the Federal tax rate is brought down to a point where it will again be profitable to engage in legitimate business in this country.

The Revenue bill provided for a normal income tax of 8 per cent. I voted for a maximum surtax of 32 per cent, which would make a total of 40 per cent. Later, as a compromise, I stood for a 40 per cent maximum surtax, which, with the normal tax of 8 per cent, would make a total Federal income tax of 48 per cent. I preferred this to the provision of the Senate bill calling for a surtax of 50 per cent, plus the 8 per cent normal tax, which made a total of 58 per cent.

Bear in mind that these same persons now paying over 50 per cent of their incomes to the Federal Government must in addition pay state, county and municipal taxes. While we were at war there was justification for these excessive taxes. Now we are at peace and the justification no longer exists.

In the years of peace, 1913 to 1915, inclusive, the normal tax was 1 per cent, while the maximum surtax was 6 per cent, making a total tax of 7 per cent. Contrast this with the provision of the Senate bill for a total tax of 58 per cent

in times of peace. Taxes of all descriptions should be reduced, so that legitimate business can be operated at a fair profit and give employment to labor and furnish a market to the farmer.

We are passing through a crisis. Unemployment, want and suffering is to be seen on every hand. This is no time for cheap demagoguery, neither is it a time to play to the galleries. We must face conditions as they exist and deal with them frankly, and it is the duty of every man in public life, who is charged with responsibility, to do that which will bring the greatest good to the greatest number rather than that which will bring to him temporary personal popularity. I would as soon suffer my right arm to be cut off as I would to play cheap politics to the injury of my country at this critical time and while you may not agree with my conclusions now you will acknowledge that my position is absolutely right before another year shall have passed.

Very sincerely yours,

(Signed) HAROLD KNUTSON.

Long Prairie, Minn., Jan. 3, 1923.

Hon. Harold Knutson,

Washington, D. C.

Dear Sir:

I am pleased to acknowledge yours of December 28th, but as it does not contain all the information I would like I am taking the liberty of asking more questions.

You state that the liquid capital is being invested in tax free securities, which is to be expected as that was one of the reasons why these securities were made exempt from tax. It should be possible to stop this leak by discontinuing the tax exemption on these securities, and we look to our representatives in Congress to do their part. I have it on good authority that a good share of the money was tied up by speculative bankers or in speculative enterprises.

As Government expenditures are not reduced, according to reports, what would happen in case the 32 per cent surtax became effective? Wouldn't you be faced with a deficit, and how would you raise the money?

If capital is evading its share of the burden by paying little or no tax it is virtually on a strike and should be accorded the same treatment that is so readily meted out to labor when labor is forced to strike. Or you could be consistent by giving capital what it asks for, if you will also give labor what it asks for. The latter is never done, so it would not be fair to favor capital, although that seems to be the favorite pastime. The working men are carrying their share of the burden and there is no reason why the rich should not do likewise. I understand that this surtax is only effective on incomes of \$66,000 and over and one would have to be a millionaire to come under its provisions. There are many of us that would be only too glad to pay this surtax did our income reach \$66,000 a year. I consider my income tax an index of prosperity, and the more I have to pay the better I like it. It won't be long before this pleasure will be denied me, as I have already been forced to accept a cut of \$12.50 a month and the indications are that it is only a beginning. How differently capital views the tax proposition.

As it seems to be your wish that this matter should have publicity, I am doing my best in that direction.

Yours truly,

O. P. KNEDEL,
Local Chairman.

EFFICIENCY MISUSED.

The mills of God grind slowly; yet they grindeth. Captains of high finance who offer no panacea, other than the one they are administering in staggering doses, will not restore our nation to its normal prosperity. Reduced wages at this time are corruptive. Our domestic trade is paralyzed. Laboring man's buying power is literally defunct. For the want of which the farmer is in no better straits. The theory of it all works out so much like the third reader lesson "All for the want of a horseshoe nail"—wages. Or liken it unto another such story wherein a dollar was paid to the butcher who in turn paid it to the baker and so on

down through an endless chain. It served creditor and debtor and finally reached the original debtor again. This dollar served them all; its need was imperative. Without it all would have suffered. Its subsistence netted all some profit. So it is with our great nation today—the dollar is not forthcoming. Foreign trade prospects are no brighter. Europe is still suffering financially. Therefore, they are not on a normal market basis with us at present even were our markets normal.

It is imperative that our nation should have remained above normal for some time to come. While prosperity was with us, had sane and economical methods been adopted and efficiency applied to all phases of our lives—in our homes, more so in industry, departmental and administrative—our nation would still be thriving handsomely today. Why does our nation not prosper? Can it prosper when the markets of its producers, the farmer and the laborer, are stagnated? Small business already realizes that that deficit is far-reaching. Business is becoming a hand to mouth game. Business must cut the fancy overhead. Eliminate all that does not materialize—that does not produce. The great trouble with our railroads, too, is their overwhelmingly "overhead." Like poor ships, poor business cannot weather these storms.

During 1920 and 1921 thousands of families purchased homes and thousands more bought farms, burdening themselves with heavy mortgages. Already hundreds of these transactions have succumbed; with no immediate relief—others are imminent.

Like manna from the sky, we accepted those days of prosperity. Now, labor for sometime to come must give 100 per cent service. The slothful and the misfit will be forced to seek other resources. They are the drawback to labor organizations, socially and professionally. Our nation today is as much in dire need of 100 per cent citizens, as during the war it was of 100 per cent soldiers.

Thus, we see the mills of God grinding. And while our captains of high finance

have thrown a monkey-wrench into our recent prosperity—the people will live; will learn—and like Kings, Kaisers and Czars these captains will find that God, too, has ground and tested their grist. He will prove it efficiently inefficient.

The future is for the people who will be able to cope efficiently with this fostered inefficiency, sufficiently and persistently.

CERT. 994, Div. 23.

GET BUSY.

I am indeed pleased to see the TELEGRAPHER come out plain and fearlessly on the industrial conditions of our country, let us get our brains to working a little. Big biz don't care a whoop how much we storm and kick all the year around, just so we walk up to the polls on election day and vote for their candidates, just like we did last election and all we got was "Normalcy."

I have contended ever since 1893 when I took out my first O. R. T. card, that we should get into the political game, for if we have no friends in the state legislatures and Congress to help protect our interests, big business can wipe out all our hard work of years in very short time. Let us stop supporting these political pap suckers. A great many of them could not run a peanut-stand and here we elect them to office to run the business of states and nations where real men should be in charge.

The Russian Czar in his palmiest days would not have dared pull off some of the stunts our "Captains" of industry have pulled on us the past three years.

Now let us get busy on the country newspaper editors, for the past two years they have been fed on the "poison ivy lee" dope, so that is about all the farmers (except the Non-Partisan League farmers) know about the situation. They look on the railroad men as highway robbers and blame them for most of their troubles.

Boys, outside the big cities go to your newspaper editor and explain to him just how the matter stands. Have the documents with you to prove to him you know what you are talking about, hand

him a copy of *Labor*, the TELEGRAPHER is now also getting strong enough, so also hand them a copy of it and see to it that they print some of the articles that appear in our papers, in this way we will get to the country town business man and the farmers with the real truth. We need their co-operation and they need us.

A. AMUNDSON,
Cert. 436.

A LABOR PARTY.

Labor has not and will not gain anything by keeping aloof from politics. It seems to me the time is ripe for the formation of a political labor party in the United States.

Politics is vital to Labor, because the control of government will always be held by the opponents and oppressors of Labor, until Labor takes a hand. There are parties claiming to represent Labor, but there should be but one name for a party properly representing Labor, and that is the Labor Party.

At the last election the only thing to do was vote for the "friends of Labor," but that was a mighty poor alternative to voting for the candidates of the Labor Party, and there was no assurance that they would continue to be the friends of Labor.

It was a most week-kneed policy, a policy that would have been unnecessary had Labor made any attempts at organization in the political field.

Where the right men are selected as candidates, the Labor Party will always draw a large number of unorganized votes; as witness the splendid success and position of the Independent Labor Party of Great Britain, it being predicted by other than Labor supporters that they will carry the country in the event of a general election.

The primary object of a Labor Party is protection, and if that object is adhered to they will soon have the confidence of the people, and will be given control, which they certainly have as much right to as the interests at present in power.

Canada is laying the foundations for a Labor Party, two Laborites having been

recently elected to the House of Commons, while there are a number of Labor representatives in the various legislatures and civic offices.

There would certainly be some protection from the rampages of the Railway Labor Board if Labor were properly organized politically.

Labor is universal, and eventually there will be a Labor Party in every country. Organized Labor should be the originators, and should largely, though not wholly, control the party.

There are plenty of intelligent Trade Unionists whose services could be no better employed than politically in the interests of Labor; men who are naturally quite as bright and intelligent as any of our opponents, and who in this manner would be doing a real service to Labor, a service from the heart, as well as the head.

Delay means disaster, and the result will be that Labor will be as disorganized next election as it was at the last.

While this is written in Canada, the fact that our organizations are international, and that the wage decisions of the Railway Labor Board are applied by the Canadian railways wherever they can apply them, makes the political situation in the United States of vital interest to Canadian Labor.

A strong political policy in the United States and Canada would undoubtedly be a bulwark to the international organizations; would be an effective weapon against the "Canadian Unions for Canadian Labor" idea, which means disintegration rather than consolidation; and would be a protection to the interests of Labor as a whole.

CERT. 3158.

TO THE NON-MEMBER.

In this great world of organization, there should be no such type as a non-member, and there would be none, if every worker was conversant with the problem that faces him, no matter in what direction he turns the labor problem. You are a creature of conditions, and not a creator of them. You may accept the

scientific origin of man, "That he evolved from the earth," and it follows that from the earth he must live. You may believe the Biblical command "By the sweat of thy brow thou shalt eat," and it brings you to the same point, that some higher power beyond man himself created the labor problem. To this add a study of the economic forces and you can figure man's actions just as a mathematician figures a problem in mathematics. With this basis let us for the once take a charitable view of the non-member and review some of the reasons given for not contributing his share in solving his own progress.

Primarily fate has placed you in an economic class (regardless of how you may view, or deny it). On the back of this class, civilizations are built and no progress has ever been made toward elevation that did not originate and develop within. As it goes forward or backward we, as a class, go automatically with it. From a broad sense it is a matter of necessity far above duty that each should render his, or her effort toward progress.

Under modern highly organized industrial conditions (underwritten by the same economic laws) there is but one protective avenue open to us—counter organization—where power is measured in numerals and activity that breeds either respect, if great, or contempt, if small. So with no further argument than plain reasoning, to fall in your duty and permit others to carry your burden, lessens the power of numbers endangers all—yourself included.

You may be a product of artificial environment that prompts your refusal to combine with those that a natural industrial bondship should attract you to. If so study it.

Mr. Non-Member, if you do not agree with tactics of your organized group, get on the inside, individuals with ideas are wanted there. You are eligible to the highest office, where you can exploit your personal views to followers. Remaining apart in a petulant mood gets you no where, and endangers your welfare. You would not renounce your American citi-

zenship because the majority of the electorate disapproved of your political choice and principles. To withhold membership in your industrial group is just as ridiculous. You can fight more effectively on the inside than by sulking on the outside. Inside, others will say "There is a man" (with all that means) while outside places you in the infantile class.

Personal dislikes may be a factor in non-membership (at least in a labor group). You do not apply this to credal or fraternity groups, if you did the final state of your life would be a hermit, fraternizing with none of your species. Industrial combinations never rise above a higher standard than the units that make them. Composed of human beings, with all the virtues and failings of humanity, conditions beyond our control have made them our industrial associates, though we may have no desire to make them social friends. Personally, I have seen men in the craft I earn my livelihood at, that I would not permit on the first doorstep of my home. I have seen telegraphers that if I was clothed with official authority for five minutes I would use that short time to fire them, and sorry to say some of them were members of our organization, but I and many more have never used personal dislikes as an excuse to sidestep membership, and if this meets the eye of one who does, I would say, "Extend your view, broaden your thought, take your place as a man and not as a grown-up child."

Your non-membership may be based in fear. Then I would advise you call on your concept of a Deity for protection, you will need it. If you inherited this, then more's the pity. If acquired, then so much the shame. You will never receive in this great competitive world only a coward's consideration. For all to be branded with the same deformity would mean slavery in its worst form as the workers' doom. Overcome it by study and association and raise yourself above the cipher mark. Personal preferment is a silent reason with many, but never given as a spoken one. While vast numbers are contributing to progress by asserting their

manhood you will gain individual advancement by burying yours. This is the principle underlying this reason, carried in large numbers the final result would be a shadow cast over all, including the type referred to. Membership in a labor organization does not destroy ability and ambition. Many former members, and not a few of the present ones in grand division have attained official position in industry. The ethics of modern organized labor does not defend laxity in duty, rather advocates a full measure of service for wages received. Further, employing officials have higher respect for qualifications based on honesty and consistency than for one who courts advancement as a mendicant. Come in, and if you have superior qualities that land you higher, none will congratulate you more heartily than your former brother members, none recognize your value on the other side of this game to a greater degree.

Just one word to the "non" who thinks membership would be a personal favor to the chairman (and do you know there are a few of these). If you don't take your place in the ranks for your own welfare, don't do it for the chairman's sake. He is in a position where personelle changes, and as before stated, membership must be prompted by higher reasons than personal ones. Make only a primer study of industry and you will be convinced.

One more, "the penurious worker" that hogs all and returns nothing. This comes close to a blanket reason that covers former ones referred to. Your number is a burden too heavy to carry, you are a friction brake on your own progress. At present, when all the power of concentrated wealth is arrayed against you in a well-defined program to secure you for less financial outlay, and drive you back to longer hours of toil in the struggle to maintain the "status quo," you are a heavy liability, drawing benefits from the efforts of others and making no return. You cannot draw wages without service, you could not draw dividends without investing, but you are selfish and unmanly enough to draw benefits from group labor efforts without contributing an effort or

one cent. Come, do your share. The oldest employees who have contributed for years look back on their dues as the best investment they ever made. This is written in no sarcastic or berating mood, though there are times the non-member breeds a feeling where reason and charity falls as a virtue. Let members call attention of this to non-members; it may jar some of them. If they have a better way to solve the "labor problem" we all want it.

MACK.

AGAINST LABOR PARTY.

On page 1457 of the December issue of the RAILROAD TELEGRAPHER, under the title "Only Salvation for Workers," Brother M. E. Price pleads for a "union labor ticket," with "new and union men nominated for all the executive branches of the Government." Brother Price contends that "we can do this very easily and that the farmers' unions will be willing to co-operate with all of us along this line."

While it is undoubtedly true that practically every union man will agree that the above would be the ideal solution if it were practical, I think they will also agree that past history and past experience do not bear out the contention that the result can be accomplished.

A labor ticket has been tried again and again, with the result that it secured very little support. The same was true of the prohibition movement. An independent prohibition ticket was launched year after year and election after election with no appreciable gain.

Finally, after it had been thoroughly demonstrated that a prohibition ticket could make no headway of its own accord, prohibition leaders wisely determined to throw the weight of their arguments upon the two predominant parties.

When this was done the cause began to gain immediately.

Point after point was gained and, although the progress seemed slow and its supporters became somewhat discouraged at times, both the Democratic and the Republican majorities were finally swept into line and theoretically "fell over themselves" in order to be on the "band

wagon" and advance the cause of prohibition with the very satisfactory result that the whole country went "dry."

Other great movements have had the same experience, and it is my contention that labor must look to the same source for recourse from its wrongs. The fight must be continued along these lines. Candidates of both the Republican and Democratic parties must be approached and made to disclose their leanings—whether for, or against, organized labor.

When "for" they should be supported by organized labor, irrespective of party affiliations of the voters themselves.

In this way the success of organized labor will be just as much assured as was the prohibition movement.

An illustration of this movement is the present apparent success of the farmers in what is known as the "agrarian bloc" in Congress. The farmers have been the "goat" for generation after generation. Recently they have taken advantage of the lesson taught by the success of the prohibition forces and have "lined up" a very formidable following among both the Republican and Democratic members of Congress, all party lines being brushed aside. The outlook is very favorable indeed for much needed legislation that will benefit the farming and agricultural interests. This success on their part, which now seems practically assured, makes the farmers' interests entirely independent of any possible sympathy they may have had with organized labor, and consequently eliminates any possibility of co-operation on their part with any "labor" ticket that may be put in the field as suggested by Mr. Price.

Furthermore, and more important, I do not believe, as Mr. Price suggests, that the agriculturists are friendly toward organized labor. My reason for my belief in this matter is from the fact that I have been a railroad station agent a good many years in farming communities and have been in extremely close touch with the farming element and have been during that period, and in various communities, personally acquainted with scores of farmers of all grades and financial standing,

and find that they are antagonistic to organized labor. In fact, I have yet to meet with a farmer or agriculturist who favored labor unions. Consequently, I am personally of the opinion that the sooner the labor leaders and the rank and file of organized labor get the idea out of their heads that they can successfully join forces with the farmers' unions, the better off they will be and the less time will be wasted in getting on a practical working basis. Labor must make up its mind that it has to fight its own battles unsupported by any other class or organization.

Besides, it must make up its mind to work out its salvation through the medium of the two present political parties and not waste valuable time trying to defeat either, or both, of these two parties at the polls through the medium of a so-called labor party.

GEO. CRYDERMAN, Div. 184.

WAGE REDUCTIONS.

We are told by railroad and political propagandists that the high cost of living is due to the high rate of wages paid to labor, and that workingmen must consent to a fair reduction of their wages before the cost of living can be reduced. Very well; let us try and reason the thing out.

I feel sure a majority of wage earners will consent to a sane and reasonable reduction if it is made on a fair basis, and because of the fact that the Declaration of Independence contains the declaration that "all men are created free and equal." I have built up my plan so that none will escape, therefore, let's go: Have the President of these glorious United States appoint a commission of nine, five men and four women, to constitute a board of inquiry and equity to determine and formulate a scale of maintenance cost of living for men, women and families of, say, two, three, four, five, up to ten or fifteen persons per family. Let this commission fix the ages of the children in these families in, say, three groups, in ages of 12 to 15, 15 to 18, 18 to 21, and determine what their earning capacity should be during these three periods and deduct these various amounts from the wage of the father

or head of the family. Let this commission fix a minimum and a maximum scale of living, including rent, fuel, education, amusement, charity, doctor, lawyer and church expenditures. Let them also fix the hours of labor per week, such hours to be uniform for all. Then let them fix an amount over this living cost, say, ten or fifteen per cent, as a saving fund.

In this way the actual cost of living can be determined. We can know how much it will cost to maintain each unit, being either an individual or a family of three, five or ten. After fixing the budget, it will be very easy to determine just what wage or salary to pay each and every wage and salary earner in this land of the free. Now, let us suppose that this commission should fix the wage for men at \$40 per week, and for women \$25 per week. This will be \$2,080 per year for a man and \$1,310 for a woman, or, say \$3,500 per year for a man and his wife. Surely any man and his wife can live on this wage; thousands are living on less, but it is my idea to have them live as Americans.

Now we reach the other angle, that readjustment they have been feeding to us in their press, and it is my thought to start in with the First Man in the Land—the President, if you please—and not skip any on the way down the line; the interlocker whose one salary is published and eighteen others kept under cover; all officers of carriers (for why deprive them of their American right to shoulder the readjustment burden?); all officers, national, State, county and municipality; all coupon and stock market sharks; in fact, every being who rose with the tidal wave of prosperity. Begin with the President; he has a good house, furnished, rent free, also tax free; therefore, deduct \$40 from his salary as rent; next the 96 Senators, only skin them of their mileage, their present salaries aggregate \$1,440,000. Reduce them to \$3,500 each per year, and that item alone will save to the nation \$1,104,000. Next members of Congress, the Cabinet, the heads of all departments, Chief Justices; the various bureaus—put them on this living wage of \$3,500 per

year and make them pay car fare, railroad fare, bus fare, etc., out of their wage.

Next reduce the wages of all the officials of the 48 States to this living scale; our county and municipal officers, railroad presidents and other officials and chair warmers, including lawyers, doctors and, yea, minister of the gospel (what a raise this would mean to most of the latter). Don't laugh, my reasoning is based on the fact that these wages are paid by the people and therefore add to the cost of living. Next, let us turn our attention to the wonderful captains of industry, bankers, brokers, speculators and landlords. Reduce their wages, and interest, rents, coal, light, transportation and communication will surely drop.

Just these few cited examples mean in round figures not less than \$100,000,000 per year, which means that prices will drop so that every person can buy what they need, and above all, everyone will have employment.

Oh, yes, I hear that babel of voices protesting. I can distinguish a few. I hear one say: "I won't stand for that; that process would not permit of me paying my liquid refreshment bill alone. I can't live on such a pittance. One dinner party such as I am used to would eat up my year's salary." And another: "Why last year we spent more than that amount in Switzerland and Italy; oh, no, you don't cut out our trip to Italy and other parts of Europe." Another: "Why it takes that amount and more for my wife for her hats and jewelry." And another: "Lord, man, we'll go out on strike, every mother's son of us."

Will they? Let's see. We passed a law making it unlawful to strike. It's against public policy. These are all public utilities and cannot stop. They go to work at the wages we name or go to jail. This is an open-shop plan turned on them, and God pity the most of them forced to go into the labor market and command \$3,500.

Please do not weigh and measure this as bitter satire. I honestly maintain it is the best of old-fashioned good sense. Public officers are public servants and not public masters, although I will confess we have

permitted them to become so. Why should one class of citizens receive more consideration than another in an economic adjustment. Is not the child of the laborer entitled to an education the same as the son of a railroad president who functions as such simply because the people franchised the corporation he heads? Why, in this great land permit a handful of men to tell 80 per cent and more of the people how they shall live and the amount they must exist on? A lean man does not need reducing, but the fat fellow not only needs it, but can stand it, and, by the same token, it's the lean woman sighs for the adipose of the fat dame. Oh yes, let us reduce wages, but let us be fair about it. The wage earner is at the least 80 per cent of the one hundred and ten million people in these 48 states, and I would in this way try and awake him to his rights and his power. Are you with me, and if you are will you spread the gospel? I have been counting ballots and know the need of this kind of talk to strengthen men for the next time we must come back to them on a referendum.

MCNEIL, Div. 10.

ANSWER TO CIRCULAR.

The writer has just received a circular letter from a railroad president stating how various labor leaders were not telling the truth about the railroads and trying to tear down what the railroads were trying to do for the employees, etc. In other words, trying to discourage employees from believing anything but what is in the average paper. (All railroad employees know what that consists of.) This same railroad at the same time has from one-fourth to a half a page of propaganda trying to poison the minds of the public against the railroad employees, and they ask for co-operation from employees!

So-called "employees' magazines" published by the different railroads, which have on the cover "When through reading pass to some business man or farmer," usually consist of a class of reading written by 61 Broadway, New York, or the *Railway Age*.

There seems to be something radically

wrong when the railroads have to put this propaganda out. Why does not Ford have to put this kind of reading out? He pays better wages on his road and does not have trouble with his labor. I am inclined to think it must be as Ford says: The railroads would "lose" money if they did not pay wages at all. Why cannot the employees start a little campaign by each member subscribing to *Labor* and each member pay a dollar or more a year to get papers like *Labor* in the public libraries and to farmers? I think most members would be willing to do this much, if not, at least pass each copy of *Labor* to someone who is not a reader. In other words, the laboring class must do something to counteract this propaganda against railroad employees.

These railroads know the public to a certain extent are beginning to think there is something wrong besides labor. Let us all get together and subscribe for *Labor* and get our friends to subscribe, or at least each reader of *Labor* pass their copy to someone else to read. CRET. 2741.

SAY IT WITH BALLOTS.

You have all, at one time or another, observed the following sign in a florist's window: "Say it with flowers." The florist also has a card printed explaining the meaning of the various flowers, for instance, sweet peas denote friendship, and so on down the line; therefore, this sign and the accompanying card of explanation, no doubt, sells a great deal of goods for the florist. And those of us who are tired and sick of being the underdog (and I guess we're all more or less so inclined) have a lesson to learn from the florist's idea. How? Why, that's easy: "Say it through the ballot box," that is the only way we'll ever get out from under (as it were), but will we adhere to that? Listen—do you know that previous to the repeal of the Full Crew bill in Pennsylvania, former Governor Brumbaugh *proved* to the crafts concerned that only about twenty per cent of the railroad men took enough interest in elections to register and vote?

And I've wondered how many telegraphers were among the missing. Gee whiz, brothers, are we going to permit *anyone* to say that next election?

I am of the opinion that it is one of the duties of each General Chairman to furnish each Local Chairman a list showing the name and address of each man under his jurisdiction, the Local Chairman to divide his territory into districts, appointing one man to cover each district, and supplying him with a list of voters, he to keep a check and forward same to the Local Chairman, who in turn will place same in the hands of the General Chairman. The General Chairman at next meeting, or through a circular letter, advise each Local Chairman the number of men registered and the number of men casting their vote. To neglect to register or vote is even *worse* than neglecting your dues.

Listen; President Harding says: "The Labor Board has sufficient power to command obeisance to the law." Alright, but if you or I disobey the rulings of this Board, we must pay the penalty, yet the Board has been openly defied by certain railroads and were severely reprimanded (poor dears).

What are you, as a voter, going to do about placing those in public office who will enforce laws regardless of who the offender is? There is only one way. "Say it through the ballot box" in the right direction. Throw aside that idea of voting a certain party ticket because you've done so for a great many years; that's sixteenth century ideas. Vote for the man who's proven himself on the square under all circumstances. Look at Hon. W. J. Burke's record, for instance, then reflect. Have you voted as you should have heretofore?

Take W. R. Hearst, you see him ridiculed frequently for his shifting from one party to another; yet, there's method in his apparent madness. He is having his wishes created, "through the ballot box." Are you? Are you going to see to it that they are?

Arthur Brisbane (in an editorial) says in part: "We elect legislators, let

them fool and bamboozle us, and then *re-elect* them. We suffer from many ills that we could remedy, but we have not the communal intelligence to remedy them."

Can it be possible Mr. Brisbane speaks the truth? Are we, as union men, going to permit Mr. Brisbane to repeat this and specify "union wage earners"?

Brothers, remember, there's one thing each and every one of us *can* do, and that is: "Say it through the ballot box."

H. Q. TEN Eyck.

GENE DEBS.

This great man has been made the subject of considerable comment since he has been consigned to prison by the courts of the land. There has hardly been a convention of workers this last two years where resolutions have not been introduced and passed, asking for his release. The recent Telegraphers' convention at Savannah, Ga., did the same with but few dissenting voices.

By some he has been held up as the highest example of rascality, and his followers invited to stand up and be counted so they might be summarily dealt with, jailed, deported, mobbed, or any other method used that had origin in passion and prejudice. Others ask charity for him, provided he recant and do penance, don sack cloth and ashes, etc.

The Man.

Those who have the good fortune to know him personally say he is a mild-mannered man, whose soul is only aroused when he sees the infliction of wrong and injustice practiced on the working masses. Even those who differ with his idealism and philosophy recognize in him a man who longs for a better and nobler state of society. The departed Senator Vorhees, of Indiana, once said of him, "He is one of the most intelligent leaders that has ever risen from the ranks of labor."

(He entered the Indiana Legislature from the footboard of a locomotive.)

Regardless, if you endorse his political, ethical, or philosophical principles,

you cannot but admire his consistency. He stands where others have stood before, vilified and prosecuted today, only to be exalted and honored by future generations. In the great disarmament pow-wow now going on, where the motive is not to conserve human life, but to save dollars, this great champion of world peace would shine as a diamond, but they will have none of him. His words might awaken the sufferers because of wars to a realization of the causes of wars. Dealing with effects has no charm for him.

His Alleged Crime.

"He desires to destroy present civilization."

"He is an enemy of established Law and Order."

"He deplores war."

As to the first, yes, he is. He is opposed to that which is so cruel to the great masses of humanity, where man is arrayed against man, group against group, nation against nation. It requires a great stretch of imagination to call it a civilization. Judging by its fruits it has little to commend it. It has just consigned twenty million of the flower of the world's manhood to violent death, others to starvation, and in America we see thousands compelled to accept idleness and hunger in a world where plenty is apparent on every hand. A philosopher (I will not name, but well known) once said: "Civilizations are like the human—born, grow to maturity, reach decrepit old age, and pass away, and new ones are born amid pain and travail." The same philosopher, when asked, "When do you expect the present civilization to pass away?" answered, "When the present one fails to preserve the life of humanity," and scanning passing events, we are near that point now. Civilizations of the future raise monuments to the persecuted of the past.

"Law and Order" in all ages have been subject to revision. Many times tyranny and injustice has masqueraded under the guise of "Law and Order." Let me quote from a document that every American will recognize without reference: "When in the course of human events it becomes

necessary for one people to dissolve the political bands which have connected them with another," etc. Defiance of established "Law and Order" in every line of it; yes, even revolution in its spirit.

Here is another: "The country with its institutions belongs to the people who inhabit it. Whenever they shall grow weary of existing governments they can exercise their constitutional right of amending it, or their revolutionary right to dismember or overthrow it" (President Lincoln's first inaugural address). He said that when the country was in an intense state of excitement, the result of two clashing economic orders. No one ever questioned the Americanism of this grand exponent of human rights.

He pleads guilty once more of being opposed to war, not only to war itself, but to the incubator that breeds it—the present individualistic competitive order of society. Despite all accusations that he was opposed to America's entrance into war, he did not oppose it from any national scope, but opposed it in principle—a principle the world is now trying to inculcate in the rising generation.

From time immemorial we have been endeavoring to discard the tiger within us and develop the human. He who is not opposed to the carnage and destruction that the world has recently witnessed, not only destruction of precious life of the common people, but the destruction of ages of labor, is a savage. Time was when we sung the praises of a Liebknecht in Germany, and condemned and jailed Debs in America for advocacy of same doctrine.

In the light of history we have learned little. If this great soul deserved jail, then every personage who has suffered for his or her ideals deserved his or her fate. The voice in the wilderness who preached a strange doctrine and suffered martyrdom met a just sentence. The Nazarene Carpenter, accused of "stirring up the people," was then a rebel and the courts of "Law and Order" were justified in condemning Him. If defying established authority makes Debs an outlaw, then Washington, Jefferson, Frank-

lin and all those who signed the immortal document, "The Declaration of Independence" (radicalism of its day), deserved drastic punishment. Jailing Debs for his ideas of liberty and justice and condemning the fate of Huss is inconsistency. Let us turn and sing the praises of Torquemada, he was a great defender of "Law and Order." Neither have we profited by lessons of history. Making martyrs of advocates of a strange doctrine has never crushed principles they advocated. Force may silence a voice, but it never kills an idea.

Gene is now an old man—a delayed pardon has at last come to him. There is no doubt in the minds of those who know him that he would have gladly given the remaining days of his life in confinement if he could thereby contribute one small mite towards the noble ideal that envelops his soul—the emancipation of the working masses from injustice, be they white, brown, black or yellow. He thinks in world units, not racial or national.

CERT. 10, Div. 17.

IS IT RIGHT?

Having just returned from a trip through the Southwest, which covered several divisions of different railroads, I found conditions for operators and agents the worst I have ever seen them for thirty years. I found in several places regular men laying off enough to allow those who were cut off enough work to at least make expenses, which is no more than human, and should be done during our siege of depression. These men who lay off to give the extra men a chance are white people. But on the other hand, what sort of a chap is the man who, through greed for the dollar, keeps his wife working one trick, knocking a bread-winner out of work, causing his wife and little ones to go hungry, that they may store up a few dollars? It was very nice during war for agents' wives to fill in and assist, but they were well paid, and now that the soldier boy is back from the battle front, walking the streets and country looking for work,

wouldn't it be more patriotic if Mr. Agent would send the Mrs. home to fry the steaks and allow this other man the work to enable him to at least buy fuel to keep his little ones warm?

When people are so selfish they can see no use of playing white, I for one would declare them undesirable members of the grand old O. R. T.

There is too much selfishness in this old world and if, while looking out for ourselves, we would also think just a little about the other fellow, it would be a better place to live for everyone.

Personally, I am going to work month about with another man to enable him also to exist. The trouble with a lot of men is, they never lay off and get around and see the suffering from unemployment. About all they know of the world is what happens in their little old two-by-four office, and if a poor dub of an operator should happen along and they imagined he was about to hit them for a hand-out they would crawl in that little old cubby-hole under the press until he had counted the ties out of town, hungry, and then told the freight man to let them work like he did, 365 days a year, when they would not lay off a day to give him a chance to work.

I sometimes think I would like to meet one of these birds on the hummer and hear his tale of woe. But you never will, they are home guards, never had a job anywhere else and would have hard work connecting elsewhere, chances are.

I do not think I am wrong in these few statements. I simply ask, "Is it right to keep your wife working when you have a good salary and so many bread-winners are out of work?"

CERT. 629.

WE MUST TELL THE STORY.

I have just finished reading the November number of our valued journal and am glad to state that I was truly pleased with the contents therein contained.

Nothing, in my opinion, will do the good among the members of our order

that a high-class journal will, and this November issue sure rings true. Some of the articles are wonderfully refreshing, especially those of W. C. Thompson and E. D. Williams.

A great service has been rendered by these two gentlemen. First, on account of what they have said and, second, on account of whom they said it to. "Beautifully put" at the right time, at the right place and to the right people.

We must realize the importance of publicity and the power of the press. Since no one is taking our side of the railroad controversy it is wholly up to us to see that at least a few people hear a portion of our side of the case.

Railroad corporations hire high-salaried press agents to write advertising slush for the absorbent public. They get plenty of eulogy out on the front page of the press, but that doesn't satisfy them, so they go out and buy full-page advertising space in nearly all the farm publications to instill hatred for the railroad men in the minds of the farmers and at the same time edge up to the side of the

farmer and tell him he is in the same boat as the railroad corporation. Naturally, the farmer believes it, because he has heard nothing to the contrary. Farm publications get big money for these full-page ads and, no doubt, get neat sums for their editorial policy, which would naturally be in favor of their advertisers.

To allow these biased editorials to go unchallenged is a confession of their accuracy and only leads to others more biased and inaccurate.

We, of course, cannot expect to put a stop to these abuses, but we can answer a portion of them quite forcefully and make ourselves felt, because we are on the right side. The thing to do, as I see it, is get away from the idea of letting "George" do it all, by expecting the Order to hand us everything on the serving tray. Get busy, and let none of these warped opinions escape our notice and go unchallenged.

The letters by Mr. Thompson and Mr. Williams are worthy of two readings—so read them again. CERT. 2980.

SHE—

Smiles, though her heart is breaking
Smiles, when you say good-by;
Smiles, when her feet are aching.
Smiles, when she burns a pie;
Smiles, when you've little money,
Smiles, when you are dead broke;
Smiles, when there's nothing funny,
Smiles, at your worn-out joke;
Smiles, when her old clothes wearing,
Smiles, when her friends wear new,
Smiles, when you feel like swearing,
Smiles, when the world looks blue,
Smiles, when she's made as a hatter,
Smiles, when the clouds are gray,
Ories—when there's nothing the matter,
This—is lovely woman's way!

What You Read Is What You Are

Make no mistake about that!

You may imagine that you can read lying propaganda day after day without being influenced by it—but you will be dead wrong if you do!

You cannot take your propaganda or leave it alone.

Sooner or later it is going to get you, unless you safeguard yourself with the necessary antidote.

The influence of propaganda is cumulative. Little by little, day by day, it seeps in and chloroforms the mind.

As constant dropping of water wears the stone, so the constant, continued dropping of propaganda upon the human consciousness colors it, shapes it and forces it to action.

If workers have lost anything of value during the last two years, it is because of the bitter and unjust treatment they have received from the daily press, the periodicals controlled by employers, the engulfing stream of lies that has flowed out from propaganda mills until truth has been fairly inundated.

There is no sign of an abatement of this subtle attack upon workers. They are now facing the most crucial period of the entire labor movement.

If they are wise, they will take a leaf out of their enemies' book and do a little propagandizing in their own behalf.

For their own protection, they should be readers of publications that tell the truth and struggle for social and economic justice.

Every worker in this country should be a regular reader of

LABOR

**The Official Washington Newspaper of the
Sixteen Standard Organizations of
Railway Employees.**

It is published by the workers for workers. It accepts no advertisements and expects no profit. It has but one reason for existence—to tell the truth, to put the workers' case before the public, to counteract as far as possible the misinformation that is disseminated by those who would reduce toilers to the status of slaves.

The regular subscription price of **LABOR** is \$2.00 per year, but a special rate of \$1.50 is granted to lodges which subscribe for their entire membership, or appoint committees with instructions to solicit subscribers. Because of the peculiar form of organization of the Telegraphers, President Manion has made arrangements with **LABOR** by which Telegraphers can secure the benefit of the \$1.50 rate. You may send your subscription either to the Grand Lodge, your General Chairman, or to **LABOR**, 401 Machinists' Building, Washington, D. C.

Subscribe for **LABOR today, using the coupon.**

**LABOR,
Machinists' Building, Washington, D. C.**

I realize the need of a press that is friendly to the workers, and desire to become a regular reader of **LABOR and send herewith \$1.50, covering a year's subscription.**

Name

Street and No.....

Town or City.....State.....

I am member of.....

Make money orders and checks payable to Treasurer, **LABOR.**



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

The Cort Club.

We are pleased to announce that The Cort Club is now located in permanent quarters, regular meetings third Tuesday night of each month in the Banquet Hall on Mezzanine floor of the Atlantic Hotel, Clark and Van Buren Streets. At the next regular meeting, Tuesday night, February 21st, officers will be elected for the ensuing year, so every member is urged to be present at this election.

At our last regular meeting it was unanimously voted to admit the wives of all members as honorary members of the club in order that the ladies may attend our meetings and thereby receive the same benefits.

A program committee has been appointed to arrange the program for future meetings and in addition to the regular order of business and general discussion of subjects under the head, "Good of the Order," speakers of not only local, but national reputation will be provided for future meetings, delivering addresses upon subjects of interest and vital import to all our members.

For the especial interest and benefit of the wives of all our members, grand officers and others will deliver a series of addresses upon the history and progress of our organization, beginning with its inception up to now and including our plans and hopes for the future.

We are assured that our committee will arrange programs of such interest that no one who can possibly arrange to attend can afford to miss these meetings, especially the first one as referred to.

Fraternally,

A. B. COATS, President,
4626 Racine Ave., Chicago.

G. W. WARE, Secretary,
3551 Wilton Ave., Chicago.

New York, N. Y., Div. 44.

Conference was held at which the General Committee discussed with the management the proposed reductions in our rates of pay, and submitted our proposition for restoration of the six cents per hour deducted last July, together with a plan for equalization of rates based upon the prevailing rates for our class of service in this territory, and the creation of proper differentials by reducing from thirty-five to seven separate rates. The net result of this would be an increase of approximately twelve cents per hour for the total number of positions. The dispute was not settled in conference, but the next step has not been decided upon at time of writing.

After conferring with Mr. Farrell, the Bay Ridge agency, and U. S. Mail disputes, have been appealed to Mr. Baker.

With sincere regret the General Committee has accepted the resignation of Bro. Carnes, who has been appointed Traveling Agent. Bro. V. L. Furman, of Central Islip, is the new Local Chairman, elected at the Division meeting, January 14th, to serve out Bro. Carnes' term. He will, we feel sure, prove a worthy successor to Bro. Carnes as the representative of the agents, east end.

Any member who has not already done so should at once remit division dues to Bro. L. Meringer, secretary and treasurer, 8648 125th Street, Richmond Hill, N. Y., and Mutual Benefit dues to Bro. L. J. Ross, grand secretary and treasurer, Missouri State Life Bldg., St. Louis, Mo. An annual card will be found to be a great convenience. Be sure this is taken care of before February 28th.

Fraternally,

M. O. HOWELL,
General Chairman.

"Big Four" R. R., Div. 3.

Cincinnati Northern Division—

The writer, while away on his vacation through the Southern States in November, had the opportunity to get in touch with quite a few brothers and Local Chairmen of the different lines. Nearly every operator had either his button on his lapel or always free to exhibit his card. The rule in general on these different lines for a new beginner is: After he receives at least two pays he is requested to buy a card and unite with the Order. Every brother is a committee of one to solicit every non member. This, however, I am sorry to say, is not the case on the C. N. For two years that I have been Local Chairman I have received only two applications from a brother and these were received from our correspondent, H. S. Williams. Brothers, what is the trouble any way? Do not lay down on the job; do not make a habit of working right along day in and day out in your office and never ask the non for his application. This is all wrong. Tell him that it is a special duty that he owes to you and the brothers and for the welfare and good of the Order, and that he is reaping the benefits of the pay and working conditions that the Order secured for him. And further, that as you are contributing as a member, it is only proper that he should do likewise, as he is reaping the same benefits as you, and that it is only just and fair he should do likewise. Make it your motto, brothers, "*No card no favors.*" Did you brothers ever stop to consider what would happen on the C. N. if the O. R. T. did not have their present working schedule? I could tell you and you could guess if you wanted to. Do not be deceived by numerous stories and propaganda that is being carried along the line. This is only done by certain individuals who have an ax to grind, and if you listen to the bunk you will awake some day and will be found holding the sack. And, further, you will then have the pleasure of seeing things as they were prior to 1916. This can only be avoided by all ignoring this so-called bunk and making a hard fight for all the non members. Solicit every one that you see who does not carry a card. If this is adhered to you may rest assured that when the Order meets with the Carriers to adjust the hourly pay and the working rules, that your interest will be looked after in the best possible way.

We have about thirty-eight members in good standing on the C. N. and we had eight delinquent brothers for the quarter ending December 31st. Since, however, all have remitted their dues but two or three. We should have at least fifty. The writer received as new members for the month of December the following brothers: W. C. Cotterel of New Weston, O. and W. R. Jones, agent at Gilberts, O., and expect to receive about six more for the new year. If every brother would pledge himself to secure during 1922 just one new member, what a won-

derful thing we could boast and be proud of. It would then sound like a main line road. Just ask that non, tell him what I have told you in this article and you will be surprised at the wonderful success you will have.

I recently wrote a brother who was in arrears with his dues in the Order. He in return replied to me that he had been informed the O. R. T. ceased to have any more working rules in effect on the C. N. and that same was transferred to the Station Agents' Organization.

As this is absolutely false and untrue, I in return so informed the brother. Seems as though this propaganda is spread all along the C. N. and with sorrow I note some brothers fall for it. At the same time if they knew really what the results would be should it be possible, as to occur or be as they claim, an operator would not have any more show than a snowball on the Fourth of July. Again let me warn you: do not be deceived by false prophets. Yours fraternally,

C. E. DITMER, L. C.

Chicago Division—

We secured on the subscription paper for Sister Spillman \$168.10, which was mailed to her and receipted for on December 24th, therefore reaching her by Christmas Day. I have a letter from her expressing her thanks and gratitude for same.

We have in the past six months taken up subscription for Bro. E. C. Elliott to amount of \$114.50 and for Sister Maude Miller to amount of \$128.00, and at the present writing there is a paper going over the West End for Bro. Weekly, who is confined to his bed with sickness. I am glad to report that at this writing Sister Miller is back on the job at Whitestown much improved in health.

Sister Spillman and Bro. Elliott are both in the sanitarium and doing as well as can be expected.

We have lost a couple of members in the past year account of non-payment of dues. We have also gained several new members, among them being a couple of old-timers.

I am glad to report that nearly all of our extra men are lined up and carry an up-to-date. Now it appears to me if our extra men can pay dues and keep in good standing on the extra work they get, there is no reason why every operator on the Chicago Division cannot do the same.

We have a few nons around Cincinnati on the East End and hope to see them all lined up in the next year. You, brothers, in that community, appoint yourselves a committee of one to go after their petition.

Your schedule committee met with the company on January 18th, results of said meeting will probably be made known later.

Those of you who have not paid your dues for the first half of 1922 should mail same to George Lavengood, General Secretary and Treasurer, at once so as not to become delinquent.

C., St. P., M. & O. Ry., Div. 4.**Eastern Division—**

The meeting held at Eau Claire, January 15th, was a big success. Twenty-four brothers turned out and this was certainly a good showing for a small division like the Eastern. Attendance at the meeting entailed considerable hardship for some. Several of the brothers had to be away from home one or two nights and it certainly was a proof of the interest taken in the work by these members.

The present status of our negotiations was discussed and gone over thoroughly. Several matters, which were not clear to the membership, were explained, and, all in all, it was one of the most satisfactory meetings which has been held on this division in a long time. The entire local committee was present, Bros. Harpold, Hurst and Tracy, as well as the G. S. & T. Brother Kvoool and the General Chairman. Bro. Tracy gave a very nice talk and impressed those present with his earnestness and desire to boost the cause along. From the tone of Bro. Tracy's remarks we take it the nons are going to be frequently and vigorously reminded of the duty they owe to the organization.

Bro. O. L. Kvoool, the general secretary and treasurer, made his initial bow to the members of the Eastern Division and delivered a fine talk impressing upon the members the necessity of co-operation in the work of organizing the non members.

The members were treated to several good talks, among those who spoke being Bro. James B. Head of "A" office, Bro. W. S. Davis, agent at Hudson; Bro. F. J. Moe, agent Fall Creek; Bro. J. H. Mulvaney, agent Eleva, and the division officers.

Brother E. G. Weizneger, agent, Spring Valley, now carries an up-to-date card and is a full-fledged member.

W. J. LIDDANE,
General Chairman.

Canadian Pacific Ry., Div. 7.**Farnham Division—**

At the time of writing the Joint Conference Committee is in Montreal meeting the management in connection with the wage question. No doubt an agreement will have been made with regards to a permanent instead of a tentative rating when this reaches you.

In connection with winter positions advertised November 24th, owing to small traffic handled this winter as compared with previous ones, only positions opened so far are three tricks at Gould.

Please see my circular of December 21st regarding the few nons still on the division. None of the boys have yet sent in any applications from these men. Give us your help, brothers, to get them in line. Will give you the names of the nons on request.

Brothers will please square up their dues

for the period ending June 30th without further delay, if not already done. Keep in good standing, otherwise insurance is void.

Bros. Jones, Boulais, Palardy and Michaud have displaced assistant agents at East-ray, Iberville, St. Rosalie Junction and North Troy, in accordance with Article 28 of the schedule.

It would appear that some of the brothers are not thoroughly familiar with the provisions of Article 15. It is for your own interest, boys, to be absolutely clear upon the meaning of its various clauses.

It was with great sorrow that we learned of the death of Bro. H. L. Roulais, second trick operator Magos, which occurred at Sherbrooke hospital, January 10th, and the death of Mrs. J. E. Wilcox, wife of Bro. Wilcox, first trick, Richford, Vt., in Montreal hospital, on January 13th.

Our sincere sympathy to the bereaved in their sad loss.

T. A. POULIOT, Local Chairman.

New York Central R. R., Div. 8.**Hudson Division—**

The regular monthly meetings are not very well attended, and it seems to be caused by the cold weather, at least that is the excuse given by some, but, brothers, we wish you would bear in mind that your interests are just as important to be looked after in the winter months as in the good old summer time. We know that it is very nice to sit at home around the fire these cold nights and let the few faithful ones devise ways and means to meet the many issues that are continually coming up, but we do not feel that it is good policy at this time, as every member's opinion is desired, and how are we to know what your personal views of the situation are if you do not attend the meetings and express yourself instead of staying away and then finding fault with how the organization is being run. If you can get away from that nice warm fire once or twice a week to come to the city to see a movie, you surely ought to get up courage enough to get away the third Tuesday in each month to attend to your Order's business, that is trying to hold your pay check big enough so that you can have a little pleasure once in a while.

We still have a few nons on this division, mostly men who are on the extra list, and of course we do not press them very hard to become members until they get a steady trick, but how about the three or four old men in the service who are out of the fold and are receiving the same benefits of the schedule and working agreement that we are and are not contributing a cent to help get new concessions, or hold what we have at present? Each one of them has two union men working with them, and we cannot help but think, or have the opinion, that where three men are located and one is a

non, the two union men are not doing their full duty to the Order or they would have that fellow help carry the load. He may be a good fellow to work with, but he would be a better one if he had an up-to-date card. You have paid his way long enough, and he is getting the same pay check as you are. Just ask him what would be the size of that check if we were all doing the same as he is.

If you want to know what is being done down at Washington for and against your interests, and all of the labor news, subscribe to *Labor*. F. P. F., L. C.

Ontario Division—

Seniority lists will be sent to such members as are paid up to date.

Brothers, allow me to call your attention to the fact that all positions should be filled within the 30-day limit. This applies to positions claimed through displacement as well as obtained through the bidding route.

I would thank the members to notify me of any changes that may be made at your respective offices in regard to U. S. mail, switch lights, W. U. telegraph business, or pumps, in fact anything which you may deem as out of the ordinary.

We have a good many who are at present out of work, and some no doubt have changed their address. If any such members will keep me posted as to their location I will endeavor to keep them informed as to the prospects of work so far as I am able to.

I would like to arrange for a meeting on the West End, and if the members located there will advise me as to what place and time would meet with the approval of the majority, I shall be pleased to arrange accordingly.

Your committee was convened in Syracuse on January 4th, 5th and 6th, at which time a plan was worked out to meet the proposed reduction in wages, and I assume by the time this reaches you the matter will be in the hands of the Wage Board at Chicago for their action. Fraternally yours,

R. W. GIER, Local Chairman.

Philadelphia & Reading Ry., Div. 10.

West Milton is practically the only meeting with attendance, and on this account the General Committee has decided to use January as a test month for all the meetings whereby to decide whether to continue on all divisions regular monthly meetings or adopt the system in vogue on sister lines, which is all meetings subject to call. A suggestion has been offered to have banquets or smokers once or twice a year at different parts of the system in lieu of regular monthly meetings, so it is going to be up to the members to help the committee to come to a decision in this matter. It is a waste of good money to pay hall rent for poorly attended meetings.

The special meeting at West Milton, December 13th, was productive of good results in settling to the satisfaction of all concerned the outcry started because of the reinstatement of former Local Chairman and Bro. Paul M. Smith. General Chairman McNell made a flying trip, using trains 11 and 3, Philadelphia and Williamsport to return, to be on hand and assist in pouring oil on the troubled waters. The settlement effected shows the good sense of the members in that territory, as there was a mighty good opportunity offered in the case for wrecking a perfect machine had we fallen in the trap set up for us.

Lot of trouble brewing through the methods used in restoring positions cut down by retrenchment, and the boys are counseled to not go off half-cocked but do everything along sensible lines and the rules, no matter how much they are told there are no rules. The board is going to decide the rules issue, and until it does the members should aid and not handicap the committee. We are hoping that before this reaches your eyes the board will have reached our case and cut the strings which bind, and above all, the men should feel the action taken by the committee is simply upholding the policy of the order.

The situation at Mahanoy City finally cured. Too bad the advice of the general chairman was not followed out sooner. Had it been a member would not be lost off the roster.

Second Sunday meetings at Schuylkill Haven falling off. Wonder why. Reading third Thursday meetings also could be better. Too bad Perkiomen and East Penn boys cannot emulate the splendid example of Bro. Fahringer, who never misses. Local committee on Reading Division—Robbins, Becker, Rarick, Christ and Helst—again proving their pep by cutting down delinquents and adding members, with the Harrisburg outfit running them a close race. Funny thing on the Reading Division. With 18 on extra board, Robbins held subject to call and only getting a day or two per month. Wonder if the boys appreciate what he is undergoing for their interests and at what a sacrifice?

Is it not possible for more W. & N. and R. & C. men to get to first Sunday meetings at Reading? Glad to notice Bro. Ranck becoming a regular. He is importuning for his old side kick, Vice-President Pierson, at a meeting and the general chairman has promised to make good on this. Chairman Walter is to be congratulated in having an able assistant in the person of Bro. Miller of the R. & C. He is the kind that made the Order and keeps it a living factor. We hope to put on a Wilmington meeting shortly after the new year along with the B. & O. and P. R. R., to take care of the boys who really cannot go to Reading.

General Office and Relay Division again showing up in a nice healthy condition. Could not be otherwise with a genial chairman such as they boast of. McDonald only has to be known to prove this little bouquet is deserved, and while we are at it, it is a good time to say the women members in the G. O. & R. Division put the males to blush, as they are never delinquent.

The Atlantic City Division holding up nicely, too, and we wish we could say the same for the Philadelphia and New York Divisions. Funny thing about the Philadelphia territory is the B. & O. coming in there shows 100 per cent.

So that the New York Division members can see for themselves the fine character of man that was lost to us in the holocaust on the Newton Branch, December 5th, the poem in this issue was written by Bro. Slack a few days before his terrible taking off and proves we had a man's man with us and had to lose him to find it out.

CERT. 183:

Atlantic Coast Line R. R., Div. 15.

Montgomery Division—

Organized labor has now reached the critical point. Every member should get an up-to-date card and see that his neighbor has one also. The few who have not paid up for the current term should pay up at once. The organization cannot run without money, and it does not cost any more to pay up promptly and get your card on time than to wait until you are delinquent. You brothers working with the delinquents should talk to them and show them why they should pay up and keep paid up. If you don't know who they are and where located, I will be glad to advise you.

Now is the time when every member should see that his card is up to date. Vote right and stick to the organization. In no other way will we ever succeed in stopping organized wealth from taking everything away from us secured by years of hard labor.

Subscribe for *Labor*. You will get more actual information from one issue of it than by reading the daily press a year, and what you get from this paper is true stuff and facts worth reading. If you are not already getting it, subscribe for it now. When you read it through, do not throw it away but hand to some good friend and let him read it and keep passing it on.

Some of the members must take more interest in the meetings that are being held up and down the line. It is very necessary that every member possible attend these meetings. There is always something to be learned at them that will do all good.

Brothers, it is now time your dues were all paid up, and I hope each member has done this, and those that have not will do so at

once by getting an annual card, if possible. When a new man comes on our district find out at once if he has an up-to-date. If so, get him transferred; and if not, do not let him rest until he gives you his application. This is one of the hardest times with organized labor and, remember, "United we stand and not united we fall." Remember this and let everybody get his up-to-date and keep it and keep at work on the ~~now~~ until you land him.

R. E. STOKES, L. C.

Pennsylvania Lines, Div. 17.

Indianapolis Division—

It looks as though it was something like foolishness for me or anybody else to spend a lot of time trying to get up a write-up for the TELEGRAPHER each month, or to let that go to try to line up our delinquents and ~~now~~, judging from the list we have on the several divisions. Seems like they can read right along over and over all the truths that any of us care to put up for them, and without the least impression upon them or their actions. No doubt there are some who would like to see some of us send in an article for the publication, that didn't have something in it regarding our *star friends*. I say star friends because they never miss any benefits or fail a chance of ridiculing us for some results we obtain and, what is nicer, they never *pay* a cent. A star boarder is one who never misses a meal nor pays a cent, and in my opinion the nickname is applicable in this case also.

At this writing I am interested and wondering more than you may think about how many are going to pay their dues before being placed on the delinquent list (February 28th), just about the time this reaches you. You had better have them paid, if you intend to avoid that happening. Under the present conditions it should be considered very important to every member that they see to it that their dues are remitted at once and then see to it that the other fellow does likewise. As has been often remarked, too, many of us fail to consider the importance of looking into the other fellow's standing. In other words, we manage to come across with our own dues and let the other fellow drag along carelessly, forgetting all about dues, until the first thing he or we know he is delinquent, and then and there is where the fun sets in. I trust that I can depend upon each and every member making it a point to pay his or her dues prior to February 28th, and also to inquire of all those working in the office with or near you, and if not paid, get them to do so, or at least use every honorable method to induce them to do so.

Our general committee just recently completed schedule negotiations with the management, with the result that they secured a schedule, one that while it is not first-class, is equal to or a little above what

the most of us would be expecting. There were twelve subjects or clauses which failed of agreement and which necessarily had to be submitted to the Labor Board for a decision, and if the Labor Board will be anything like fair or give us anything like justice, these twelve clauses cannot do anything but add to the value and betterment of the schedule, because they are of such importance and so generally used that it is almost impossible to think the board will rule against us on them. The twelve cases referred to the board are as follows, and here given that each of you may watch with interest the outcome. Here follow the twelve:

1-B-1, same as 8-(d) in old schedule. 3-D-1, same as 6-(h) in old schedule. 4-A-1, same as article 1 in old schedule. 4-B-1, same as 3-(a) in old schedule. 4-B-2 and 4-C-1, and 4-D-(a) and (b), about same as 3-(b & c) in old schedule. 4-F-1, about same as 7-a and b in old schedule. Our proposition for two days relief per month with pay, except agents, agent-operators, agent-phoners and relay operators, who will be granted two weeks' annual vacation with pay. When failing to receive these relief days through no fault of the employees, same will be paid for. Also in the caption the company wanted to exclude "GO" office, Pittsburgh, which was referred to board. Also in the preamble they wanted to exclude agents and agent-operators, which was likewise referred to the board. Until decision is given by the Labor Board all the above referred to clauses which we had in old schedule remain the same. All others effective January 1, 1922. These schedules will be printed and furnished by the company to each employe covered by same, and should reach us in a very short time, no doubt before this is in your hands.

With the exception of the agents, I take it for granted that all those entitled to the recent vacation back pay, as given in Decision Docket T-593, have received their money, as I have had no case brought to my attention where same was not received. The case of agents not receiving this money has been taken up and is now in the hands of the Grand Division for handling, and no doubt they will receive it in a very short time, as they were as much entitled to it as any of us, and the company not paying it is simply a case of them having us spend a few of our dollars collecting it.

Let's get down to business, keep our dues paid up in the organization and make it a point to see that the other fellow does likewise. That's the only way we can expect to get anywhere whatever.

There has been strong talk just recently of closing several tricks, and the various methods which were going to be used to bring this about; but it seems that the talk has all died down now, from some cause, and there was the one trick closed, "RA"

third. The fact is when the thing is looked into, it seems impossible to think of closing very many more tricks and expect to move any trains at all, for as it is now, it is in several cases quite a distance from one open office to the next, especially at night or on third trick.

All we can do, and that we must, see that our schedule is lived up to in every respect, and if it isn't carried out as it should be, and you are unable to get justice, you certainly know by this time the proper channels through which every case must go. Upon receipt of the new schedule, each and every one read and study it carefully and then see to it that things are handled according to the schedule. Let's not be close and even radical on one part of the schedule and then to the extreme the other way on some other parts or clauses of it. The management has agreed to see to it that this is carried out as intended, and if we are unable to get the proper justice at the hands of local officers, we have another higher up to carry our troubles to, and therefore, if you fail to make use of these methods as outlined and laid down, and consequently fall short of fair treatment, it will be through your individual fault and not the local officers or ours.

May I have the co-operation of each and every one on the division in applying our rules, lining up the non members, and keeping the membership off the delinquent lists? This is nothing more than you owe yourself and the organization as a whole of which you are a member, and I trust that you will be able to realize and consider it as such. If this be done, we will have but very little trouble in applying the rules in all cases, and last but not least, we will have a good, strong, paid-up membership at all times.

Assuring all of my appreciation of your co-operation in the past, and earnestly soliciting your future assistance, I am yours for a 100 per cent membership, topped with a blank delinquent list

WM. BUMP,
Local Chairman.

Richmond Division—

It is a pleasure to advise that "F" office is now on the honor roll, one hundred per cent. Just a few non members left on the division now and if you have one working with you, I feel sure that you will be able to convince him of his obligation to himself and fellow members; which is to lend both his financial and moral aid to the organization which has so tirelessly labored in behalf of our craft.

Begin your missionary work immediately by talking union and the principle for which it was created and I am sure you will derive a great deal of pleasure in doing so.

By the time this appears in print each office will have received a copy of the senior-

ity list, and it is expected that each employee will have a copy of the schedule, and it is hoped that all will have an "up-to-date" in his pocket.

Below is a little verse which contains a few forgets and don't forgets. Will you heed them?

Forget the slander you have heard,
Forget the hasty, unkind word,
Forget the sneer that caused a "bruise,"
But DON'T FORGET to pay your DUES.

Forget the frown upon the face,
Forget the time, forget the place,
Forget the cause of most the "Blues,"
But DON'T FORGET to pay your DUES.

CERT. 63.

Logansport Division—

Well, here I am again. I know we are termed radicals by some. No, we are not radicals, we are just interested in your welfare, as well as our own, and it is not in us to sit still and keep quiet. That's why you selected us to represent you. How well I remember in gone-by days at the O. R. T. conventions when we all called Bro. Thurston "Dad." He was at that time and what we term yet, the Father of the Order. He always had the interest of the O. R. T. at heart. From the far away night of his first called meeting at Cedar Rapids, Ia., June 9, 1886, with something like a dozen men when he organized our present order, the high railroad officials all over the United States claimed him to be a radical, and an outlaw, and they fought him at every turn of the road. And how he suffered under their brutish punishment, inflicted upon him by the hands of railroad detectives and thugs, hired by the great railroad systems to destroy his union, even if they had to try to destroy him in order to accomplish their aim. But he lived on and his union grew in spite of the tyrannic officials of the large trunk lines which wended their way across the land. We may ask, "Why?" In answer may we explain. His motto was, "Do Right." No doubt many of the older brothers on this and other railroads, who were at conventions in past years and happen to read these notes, will recall those quivering words uttered to the convention members by "Dad" Thurston. In later years as his aged and weakened frame would totter as he would arise and voice out: "Strive always to do right, then do right—and God, man and the world will be with you in the end." Time since has proved that these well-taught lessons were impressed and engraved upon the hearts and minds of our many grand officers throughout the land, and no doubt in time of trial and trouble as they sweep along, those quivering words creep back to them through space in the hour of danger and need—"Strive always to do right, then do right, and God, man and the world will

be with you." That is the motto of the labor union you are now a unit of—the O. R. T.

And today near one hundred thousand members stand as sentinels in almost every city, town and hamlet, station tower and office on the North American Continent, day and night throughout the year, as guards forming one huge life monument in memory of our past father and brother, A. D. Thurston. And as we go on down the line we find such men as Bro. D. G. Ramsey, past president, and who has, along with Bros. Perham, Manion, Brown, Pierson, Miller, Robertson, Mein, Dermody, Eddy, Anderson, Ross, Skinner, and a score of others, given the best part of their lives at a very reasonable salary in helping to build up the Order of Railroad Telegraphers, of which today each and every one of us are reaping the benefits and for which we only pay \$1 per month in return.

The telegrapher who hangs back and does not become a member, sure must have an awful grudge at himself and has a hankering for "nick-nacks." Yet we are glad to state we have but a very few of these non members on the Logansport Division. They also received, along with their December pay check, the vacation money the company at one time snaked away from them. One of these days they are going to come "to" and wake up to the fact that poor old Abe Lincoln died several years ago, but, at any rate, that vacation money came in handy, especially to some of the agents, as it helped them to pay their dues in the O. R. S. A., so in a round-about way it will not be so hard on the company after all, as part of it will soon find its way back to the company's cash drawer anyway.

We are glad to state during our last meeting at Fireman's Hall, in Logansport, on December 23, 1921, much good was derived by the meeting, and we only wished that more of the members were in attendance. Bro. Bebee was appointed as our assistant chairman, he being an old-time member, also was in a position where he could devote some of his extra time in helping to hold meetings in Logansport. Bro. Kroeger was selected as committeeman to handle the flower fund, while Bro. Wood, being gifted with the art of being a natural born "Maginnis" in selecting news, was appointed by the members to act in that capacity. And may we thank the membership on the Logansport Division for the interest taken in the purchase of a mimeograph, as we sure needed one.

Good-bye—and we will meet again.

Fraternally,

A. O. NETHERCUTT.

Eastern Division—

I want the membership to feel that their interests are being taken care of, though they don't hear from me through meetings.

The organization has in the last year been under heavy expense fighting a fight that has been the greatest thus far and have held our own and gained a new schedule, which I will say is a good one to start with. Let's keep adding thereto, there is no limit, so to speak, to its decorations, provided we maintain our unity and solidification. We have it, now let's hold it.

There are few nons on this division and it is my candid opinion that the most of these nons will come in if we all put our shoulder behind the wheel, elect ourselves as individual organizers and put the proposition to them. I don't mean this article for the extra man that now and then gets a day or two, not at all, but for the man that has an imaginary grievance to stay out. The non that works every day, cops all the good things and never contributes a cent toward getting them. Let's see if we can't make this a banner year and at the close of 1922 stand one hundred per cent. We have done the fighting, paid the bills, won the point, the nons so to speak have been onlookers, taking whatever fell in their direction. Things now have taken a turn in our favor, things imaginary passed out of existence. They cannot now stand by and take the spoils that are ours without the feeling of a robber, deep down in their hearts; yes, the feeling of a man taking candy from a helpless baby.

Since the new schedule is effective, I deem it wise to say a few words in regards to same. A law not lived up to may as well never been enacted. Likewise, with our schedule, therefore, I appeal to the membership to live up to its provisions in its minutest detail. If the company and we both meet its provisions to the "T", then its operations will be one hundred per cent efficient.

Now a few words on grievances. Refer to the constitution of the Order of Railroad Telegraphers, page 73, section 54, which will sustain my method of procedure that I wish to set forth and call your attention to:

A grievance is not a grievance until it becomes a contest between the aggrieved member and the local superior railroad official and oftentimes can be straightened out right then and there if his attention is called thereto. Men, it's logical. None of us are that perfect that we can't forget willingly or otherwise. It gives the superior a chance and, I believe, we are all worthy a chance. If it cannot be ironed out by the above method, then refer same to me, in writing, all papers attached, and in turn same will be taken up by the local Board of Adjustment, and if its merits prove it to be a case, same will be taken to the Division Reviewing Board, which meets bi-monthly, and if it cannot be ironed out there it will be referred to the next higher board and so on until the highest is reached.

The Reviewing Board is something new

and will set aside all dilly-dallying and keep the dockets clean, which is very valuable. Brothers, let me have your co-operation in the preceding. The company invites it. In fact, it is self-evident that it is a good thing. One thing it will do, if no other, and that is, keep down imaginary grievances, especially from those on the outside.

Yours fraternally,

S. J. KRAMER,
Local Chairman pro tem, Eastern Division.

Trenton Division—

I take this method of informing the boys on the Trenton and New York divisions that the work of organizing has been taken up again on both of these divisions, and I would like to have the co-operation of all in helping me to make these two divisions the highest and best-organized on the Penna System.

The time is here now when the highest percentage should be shown in organization and we should be prepared when the business depression is over. Every employee may be able to regain many of the things that may have been lost. By being organized to a high percentage throughout the country is the only method to be used in gaining many of the good things which have been due and which should have been gained years ago.

Give us your thoughts and let's make the two divisions models for the other divisions and lead, as heretofore, in being as near the 100 per cent mark as is possible.

If there is any information that you desire regarding the new schedule get in touch with me and I will gladly give it to you, as it is impossible to cover all the ground in a short time on account of the poor train service on various parts of the road.

Let's pull together again for the seniority. This is your chance now that you have a schedule. Don't delay with this opportunity.

JOHN H. PAUL,
Organizer, Burlington, N. J.

Pittsburgh Division, Lines East—

On Friday, December 16, 1921, at 4 o'clock p. m., the first working agreement covering employees in the telegraph craft was signed by the four general managers for the management and by General Chairmen Hindmarch and Nucklas for the employees. It marks a new era, since it is the first set of working rules ever formulated through your own representatives, chosen by a majority of the Penna employees through group action of membership in the Order of Railroad Telegraphers and by its elective machinery and ratified by the same employees through corporate ballot by a six-to-one ratio. The first committee whose action was not dictated (only as far as reason dictates) from any other source and answerable to the employees they represented. While it is not all that could be desired, the members who

have struggled for many years for American principles applied to industrial representation are at least 75 per cent satisfied, both with the agreement and the mutual get-together spirit displayed in the discussions that preceded its adoption. Those who have never contributed either effort or a dollar should be 100 per cent satisfied. That there will be some dissenters and chronic fault finders is a foregone expectation. Some operators would dissent with St. Peter if invited to enter the golden gates, and from my forty years mingling among them, I don't think you could assemble a dozen of them together to discuss the Decalogue that you would not find kickers and fault finders, especially if it cost them anything to accept a unanimous decision on it.

There are many things to be taken into consideration that the man in the tower has but a faint idea of. First, a vast system with main lines and branches covering many different angles, a large number of employes and positions; last, but not least, ironing out the "hit or miss" methods of different division officers. The committee heaved straight to the line, keeping in mind group improvement as a whole and not individual advantage. Working agreements are not made to cover Tom, Dick or Harry, not to cover a division or portion of one, not to cover any particular office, but an entire system. To those who have criticism to offer, we merely refer them to one of Aesop's fables that ends in the moral: "It is a d— fool that tries to please everyone." It would take supernatural personages to do that, and your committee were only unsophisticated operators, not miracle workers.

Questions concerning jurisdiction over certain classes and rules that involved a monetary consideration, eight-hour day, punitive overtime, call rates, etc., were referred to the United States Railroad Labor Board, and both parties agree to abide by the decision. The request for relief days was a subject of extended discussion, and the chairmen will further explain at different meetings. I will merely say that the door for future discussion of this much-desired rule was not slammed in your face.

One more subject, and one that involves your American representative liberties, as well as your contractual industrial rights is the status of committee representation. Management desires the designation of your representatives as "Employees' Committee." As we never expect or desire to represent other than Penna employes, never expect to deal with other than Penna management, this was not a matter of committee protest. On the other hand, every man on the committee is a member of the Order of Railroad Telegraphers, elected through its laws by Penna employes, and same employes again ratified the same law and selection by a company ballot. Holding a mandate

from Penna employes in direct membership and signed authority announcing that the representative body they desire representative dealings through is the Order of Railroad Telegraphers, and while maintaining our own system autonomy, will never be divorced from a national organization working for general welfare of the craft, and the authority given by employes carries with it the well-defined laws of election of committeemen who are in turn invested with power to select general chairmen, secretary-treasurer, and by appointment to fill vacancies. Nothing was said that this was not satisfactory to the management. So here is where the duty, aye, the necessity comes home to the rank and file to maintain this condition by not only holding but increasing dues paying members. You have now an established channel. Only by membership can you further develop that channel in the future. There is now no excuse for "dead beats," neither is there space for 50 per cent members whose activity is confined to carrying a card. Get the zeal of a crusader in your make-up. The defense of your industrial welfare is always facing you, and facing you at present in an aggravated form, due to a world upheaval. Your economic improvement is the real substance of life, your personal efforts will define the standard of life you can enjoy. If you do not help yourself, no one else will.

Arrangements were also made to enter the Reviewing Board plan in order to bring method and system to handling grievances. Other crafts in transportation service have found it workable. There is no reason why we should not.

I desire to thank all the members of the General Committee of the Penna System for their kind remembrance of me. If I had a knowledge of Hebrew, Yiddish, Arabian, Kaffir, Sanscrit, high and low Dutch I could not give expression to my feelings in the entire combination. I thank you all.

The gift is appreciated, but the approbation of my associates is priceless, especially when I realize I could not have done other than what I did even if I tried, and as long as my voice and pen can defend the class I was born and reared in it will never falter. Despots may come and despots may go, but the spirit fostered by a clear concept of right and seared in men's souls will never perish.

Subscribe for *Labor* and read your TELEGRAPHER from cover to cover. There is plenty mental food in both.

J. H. McGRATH, Local Chairman.

C., M. & St. P. Ry., Div. 23.

Wisconsin Valley Division—

Our local officers have nothing new of special interest at this time. May I but remind you of the irons still in the fire. Those who attended our recent meeting need but recall General Chairman Kearby's review of

the many controversies waged against us. Nineteen twenty-two bids no let-up from 61 Broadway. Within the next few months their "drive" will take new form. Their machinery will be well oiled. Our outlook isn't overly optimistic, but we have nothing to feel pessimistic about. Keep paid up, read your labor paper. You may now secure a year's subscription to *Labor* for 50 cents if you pay up for an annual card.

Meantime watch your step; co-operate with your officials. If you have subordinates seek their co-operation. It is the only economic restoration to prosperity.

And use your best efforts to make our organization stand out as it should stand out before the public, the railroads and the Labor Board. A league of men righteously and virtuously loyal to their employers, to themselves and to their fellow men.

CERT. 994.

St. Louis City and Dakota Division—

"We are off." The good ship "O. R. T." having safely traversed the rough and dangerous sea of 1921 already has its prow well into the uncertain waters of 1922. What storms we shall meet or what rocks lie in our course we cannot predict. We can only scan the horizon, do our part, whatever that may be, and trust to our leaders who have brought us safely through the year and dangers just past. In troublesome times like these we can look back with pride upon the work done by the pioneers of this order and the efforts we ourselves have put forth for the good of the cause. If you do not quite grasp the full value of your membership in the O. R. T. just contemplate for a moment what the condition of the Railroad Telegraphers would be today after the troublesome times of 1921 without organization or with poor organization. For answer, note the present status of the farmers, who were not organized and yet constituted nearly one-third of our population. Your O. R. T. membership on this division costs you only \$15 per year while many other orders nearly double this. Your constitution and by-laws provide means by which the membership may obtain almost any result they desire. If this order fails on any division to get results, it is not the fault of the plan, the constitution, by-laws or officers of same. It is the fault of the membership who do not make the plan work; avail themselves of the rights and benefits under the constitution and by-laws or back their officers to the limit if they are doing their part and functioning and get rid of them if they are not. If we ever fail or meet disaster it will be because of the failure of the membership in the ranks to take sufficient interest and make their voices heard in sufficient volume, under existing conditions. If conditions are bad or things look dangerous, it is the duty of every member

to protest and insist on proper action while there is yet time to act. If conditions are good and any officer or committee is doing or has done good work we should not be tight with our words of appreciation and encouragement. A little encouragement is like the bread of life to one who has unselfishly done his duty.

Santa Claus was real good to me this year. December 24th I received a registered package from Bro. P. P. Sands of Colton, containing a nice amount of Uncle Sam's "long green" with a list of the many sisters and brothers who had contributed and instructions to invest it in something as a remembrance of the membership on this division.

In appreciation I can only repeat what I wrote Bro. Sands. Our various languages get us by fairly well under all ordinary circumstances and we can say some wonderful things with the words we have learned, but somehow they fail and fall flat when one tries to communicate their real appreciation of a token such as this. To me the many messages of good cheer and appreciation that accompanied the gift and the contemplation of the effort and work put into this movement have made a deep and lasting impression upon my heart.

It sometimes seems to me that the office of local chairman was created for the purpose of allowing someone an opportunity to do unselfish work for his sister and brother workers and I am convinced as time goes by that wages of appreciation and the feeling that you have unselfishly done something for someone else far surpasses any wages of gold or silver.

I shall follow instructions and in due time buy something with the money as a remembrance of those who have responded so generously and the many expressions from the hearts of my sister and brother workers shall be deposited in the deepest recess of my heart and shall be cherished throughout life, and as the days of the new year come and go the recollection of the part all have had in the making of this gift and these assurances will be refreshing to me, indeed, and will inspire me to greater work and accomplishment.

WARREN E. BECK, L. C.

Mobile & Ohio Ry., Div. 24.

St. Louis Division—

I wish to thank everyone who contributed to the floral offering lists sent out on account of Bro. Hill's death and the death of Bro. Clark's father. The call was so generously answered that after settling for the flowers furnished for these two funerals I had several dollars left over. I have always been in favor of a floral fund for the St. Louis Division and decided that this would be the time to begin it. I have, therefore, deposited the amount I had over in a sep-

crate account at the bank and have the books endorsed "O. R. T. Flower Fund." This fund will be used only to furnish flowers in cases of death of brothers of the St. Louis Division, and at times furnish financial aid to sick or injured brothers or their wives or children. It will be possible to maintain this fund only by contributions from the members of the St. Louis Division. I trust you will all feel the importance of a fund of this kind and assist in keeping it going.

You must appreciate that it is not at all pleasant for the local chairman to be obliged to send out a list by outside parties and ask openly for contributions to pay for flowers or aid furnished a worthy brother or one of his family, but without a fund of this character it must be done or not furnish the flowers or the aid. If at any time I hear of or am notified of any brother on this division needing assistance I will at once call upon several of the brothers near the one reported as being in need and ask them to advise as to the needs of the brother, and will, as far as the fund allows, furnish this aid. In case of death—I will ask now—in case of death of any brother or a member of a brother's immediate family that you wire me immediately and I will have furnished from the nearest florist a design to cost not less than \$20 for a brother and not less than \$10 for a member of a brother's immediate family. Any of you who care to will please send any amount you wish to me and I will deposit it to the credit of this fund. Would suggest that at offices where more than one contributes you will assist me by consolidating the amounts and send only one check or money order. The fewer handled the less time taken to keep the book, and while I do not mind the work my time is pretty well taken up. However, I will appreciate it if you will all assist in building and keeping this fund going. I will, about every three months, publish a statement in the TELEGRAPHER so that you can see the amount on hand. Will handle in the above mentioned manner until a better method is suggested. The records of this fund are open for inspection at any time.

All offices should have received a circular letter from chief dispatchers regarding the cancellation of bids on advertised positions. It will be necessary in the future for an employe to be positive he wishes to make a change, or if he has already bid and decides later he does not wish a change he must cancel the bid before the time limit of ten days is up, as, if he is the oldest qualified applicant he must either accept or go on the extra board as provided for in Article 12, paragraph C. If anyone has failed to receive this circular letter I suggest you call on chief dispatcher or myself for copy. We intended holding several meetings immediately after the holidays for the purpose of

showing what had been accomplished, but we were compelled to call this off, as, just about the time we were to call the meetings, practically all of the work already done regarding a new schedule of wages and working conditions was pronounced void. This left us with nothing definite to lay before you, therefore it was decided to wait until we would be able to say something definite. It is possible that before this is published meetings will have been held.

I have sent in quite a number of subscriptions for *Labor* at the club rates of \$1.50 per year, regular price \$2, and would ask that all of you send me a subscription at the club rate. Where three men are employed it might be consistent for you to each put in 50 cents and have the paper sent to one of you and all could then read it. The workingman who fails to read *Labor* stands in his own light. You get the inside dope there.

Have been asked by several of the boys to inaugurate "office seniority" on this division. I understand it is practiced in filling temporary positions on the other divisions and therefore it would be very easy to use it on this division, but not knowing the wishes of the majority I have decided to await until I can bring it before you at meetings and possibly take a vote on it before asking that it be put in practice on this division. Four more positions abolished in January. We are certainly getting to where there are hardly enough night men to carry on a conversation.

A. DOWLING, Local Chairman.

St. Louis Southwestern Ry., Div. 27.

I wish to thank each member who contributed to the two box of cigars and also the nice Christmas greeting letters that I received Christmas Day. Would be glad to thank each in person if it were possible. I realize that cold type does not express the feeling intended to convey, therefore I ask you to make due allowance and receive my thanks just as you would from me in person.

I regret very much to advise you that Bro. J. H. Wile of Bassett, Tex., who was paralyzed in 1919 and who has not been able to work any since that date had his second stroke September last year, which placed him in bed, and on December 29th received his third stroke, is not improving any. He is in a very bad condition and cannot be here with us very much longer. Bro. Wile has exhausted all of his little savings of a life, and I urge each and everyone to donate for his benefit liberally. The doctor advises me he may live six months and he may pass away in a short time. Let us give him our flowers now. If you have not donated do so at once and send it to your local chairman.

I regret to advise you that we have a few *nones* and a few delinquents and I would be glad if each member would make a New Year's resolution and appoint yourselves a committee of one to get in the few *nones* and see that the delinquents pay their dues promptly. It is as much to your interest to have this division 100 per cent as it is to me. The better we are organized the greater results will be secured. A man should take a keen sense of pride in the organization that represents his labor, the means of which is the source of his livelihood and that of his family. One enjoys seeing another brother wearing an O. R. T. button, but it is more gratifying, by far, to observe a brother distinguished by the good work he does in behalf of the order.

If you have not paid your dues do so at once. Never put off to tomorrow what you can do today. You will feel better when you have received your new up-to-date card. Then you can look your fellow workers in the face.

Give the company a square deal in every way and see that you give them eight hours' service for which they are paying you for. If any article of the schedule is violated call the local chairman's attention to it, so in case he is not aware of it he may get the facts and take it up for correction. Remember that each person having a grievance must first take it up with the superintendent, and if you do not get satisfaction from him, then turn it over to your local chairman, with all papers in the case. If he cannot get results he will refer it to me. In all cases keep a correct file of the case by preserving copies of all correspondence pertaining thereto.

I would not be doing justice to our cause if I did not take advantage of this opportunity to again urge those now subscribers to *Labor* to send in their subscription now. *Labor* is a great auxiliary to the brotherhood journals. It publishes facts about the railroad situation all over the United States and will help you to meet the propaganda of the General Managers' Association, which is poisoning the public mind through the public press against you.

Hoping that I will receive your personal co-operation through this year in making this division one of the best of the organization. Yours fraternally,

P. D. NEISLAR, General Chairman.

Seaboard Air Line Ry., Div. 23.

E. C. Division—

Now that the holidays are all over we should all settle down to business and see that the few remaining *nones* are lined up. I hope that by the time this goes to print every man on this division will have his new card. We must stay up to date now if we are ever in our life going to hold what we have or anything near what we now have.

Bro. Smeak finally got located and I feel that he well deserves the position. Understand agency at Jamestown will be made a telegraph position within next few weeks, that is, they are going to put on an agent-operator. This should be a good job for some good brother. I note that several large meetings are being held all over the south, being attended by some of our vice-presidents, as well as Bro. Manion. The men should all try and attend these meetings. We seldom have the honor of having our vice-presidents or president among us and we should show him our appreciation by attending these meetings, although it would require losing one or two days.

I wish to ask each member to give our newly elected general chairman their fullest co-operation and make his work lighter. He has a hard job and we can all assist him by co-operating with him in any of his undertakings for our betterment. Wake up. Take an interest in your organization. Don't wait for the other fellow, he may be waiting on you. Do it yourself, today. See that every man on your division has an up-to-date card. Don't wait on your local chairman or general secretary. They have their hands full and any assistance on your part will be greatly appreciated by them. I was elected on the General Committee at Savannah, Ga., meeting December 17th, to fill the vacancy caused by Bro. Padgett being elected general chairman. I wish to assure you all that it will be my aim to serve one and all alike, to work for the betterment of our class at all times. I fully realize the responsibility and will do my best for the membership at large, not only on this division, but them all. We have a hard road to travel and we must have co-operation from our membership. You must take an active part in your organization. If anything goes wrong on your division come out and say so, don't hold back and talk about it over the wires. Attend meetings and tell your troubles there. Your organization is just what you make of it and no more.

We have done wonders in the past, we should be able to do more in the future with your assistance, but we must have that to accomplish anything. Pay your dues promptly at all times. Ask the other fellow if he has got his card yet. If not, ask him to do so today.

I do note that some of our men are very slow in voting on any question. Remember that your vote is absolutely necessary and without that we can do nothing. Regardless of what we may be voting on, vote promptly. Do not lay it aside until tomorrow. Let our slogan for 1922 be, "Do it Today." Take an interest in the organization. Kick if things go wrong. It is not the organization. File your complaint with the proper officer and see that it is corrected.

Let our motto be: "Organize, Educate and Advocate."

Come, let's all pull together, we are all working for the same cause.

Fraternally,

J. M. RICHARDSON, Local Chairman.

N. Y., N. H. & H. R. R., Div. 29.

Danbury Division—

The question is often asked by members of our organization why are train service employees allowed to use the telephone and do our work. Numerous complaints are made, always with the suggestion that it be stopped.

How much has the individual contributed to stop, or discourage the practice? From personal observation I would say he encourages, rather than discourages, the use of the telephone by others than those covered by our agreement. How often we hear the agent, or operator, at some point ask the dispatcher to ring this or that place when he has a message, and give the message to some foreman, clerk, etc., over the telephone instead of sending the message by wire to the operator at the station where the party is located to whom the message is addressed. Every time this is done it reduces the necessity of an operator at that point. How can we expect others to discontinue a practice that we daily encourage by our own acts. How often do we sit in our offices like wooden men and allow others to do our work from the outside telephone? How often do we give way to other employees when they come in and say, "Let us use that telephone?" Would the engineer get out of his cab, or the conductor give up his bills if an operator should request him to do so, and allow the operator to do his work? The sooner we get a little more backbone and assert our rights, and insist on doing the work that is ours, the sooner the other fellow will recognize those rights. If we do not help ourselves we cannot expect the others to help us.

E. G. SHEA, L. C.

Greater expression of regret and sorrow would be hard to conceive than that given by members of Division 29 upon hearing of the death of Brother Edward T. Conroy on Wednesday, January 4, 1922.

Brother Conroy was 47 years of age and was schooled in New Haven. He commenced work for N. E. Smith, superintendent of telegraph, as a messenger in 1892, was promoted to supervision of batteries in 1893 and commenced as night operator in 1894. In the latter part of that year he was promoted to the day trick, working the phonoplex wire with Harlem River for a long time. Subsequently he worked various circuits in the General Office, "NH", up to the time of his death, when he was working the Old Berkshire, Piers, Providence and New London wires.

The funeral, which was largely attended, took place on Saturday, January 7, from St. John's Church.

The floral tributes were numerous and beautiful. Among these were tokens from President E. J. Manion, Grand Secretary-Treasurer Leonard J. Ross, Vice-President Thomas M. Pierson, Division 29, Order of Railroad Telegraphers, and one from the telegraphers of the N. Y., N. H. & H. R. R., procured from subscription by Brother O. S. Culver, who had been associated with Brother Conroy during all his years in "NH" office.

The affection in which he was held can perhaps be best expressed by saying that after the purchase of flowers there remained a surplus of one hundred and fifty dollars which was tendered to the family.

His loyalty to the O. R. T. was steadfast and consistent. He joined the Order immediately after the inception of Division 29. He was one of its officers for many years and seldom missed a meeting.

In honor of his memory the meeting of January 16 was closed at an early hour with the members standing for one minute in silent prayer with bowed heads, after which the twenty-five members proceeded in a body to his late home to say their last farewell to his earthly remains.

His wife and family wish to thank all those who so kindly remembered with flowers and aided in their hour of sorrow.

Bro. Arthur C. Malstrom, who was formerly employed on the New Haven road, is now employed in the Railway Mail Service, running between Chattanooga, Tenn., and Atlanta, Ga. Bro. Malstrom's address is 2114 Union Ave., Chattanooga, Tenn. He no doubt would be pleased to hear from those with whom he formerly worked. He will reach the top grade of the Railway Mail Service on the 1st of July, having made all of the grades of the service in successive order, which speaks well for one who was trained in the station, tower and telegraph service.

L. J. R.

Baltimore & Ohio R. R., Div. 33.

To Members Employed on First District, Pittsburgh Division—

Bro. J. Yeager, 2446 Woodward Avenue, S. Hills Station, Pittsburgh, Pa., having been elected Local Chairman of the First District, Pittsburgh Division, to fill out the unexpired term of Bro. S. C. Downin, who resigned, all matters pertaining to that office should be referred to him.

Yours fraternally,

E. A. SHAFER,
Gen. Secy. and Treas.

C. & E. I. Ry., Div. 34.

The Brazil District of the C. & E. I., or as it was more commonly called, "the Coal

Road," was abandoned effective as of 12:01 a. m. January 1, 1922. This course of action has been rumored more or less for the last five or ten years and almost everyone doubted that it would ever take place, but it did, and that railroad is no longer a part of the C. & E. I. The employees over there were all automatically jobless with the close of business December 31st.

The telegraph employees, of course, were included and at a meeting held in the old Y. M. C. A. Building, at Danville, January 10th, the following railroad officials: Mr. J. O. Bell, Mr. J. P. Waldo, Mr. S. R. Driskill and Mr. George Fulton met Bro. Mangram, our Local Chairman, who presided at the meeting, and the Brazil District telegraph employees to arrange placing latter in accordance with our schedule. There were twenty-five Brazil District telegraphers present, six of whom, however, did not hold sufficient seniority to displace anyone on the Chicago Division and were automatically eliminated. The remaining nineteen were allowed to bump as per list below and the bumping was done in strict accordance with Article 23 of our agreement:

A. L. Pickering, agent Hopkins Park, displacing F. E. Eyer; J. H. Owen, assistant agent Westville, displacing R. C. Miller; G. S. Posey, assistant agent Milford, displacing S. M. Allen; B. E. Price, assistant agent Alvin, displacing C. W. Franklin; C. E. Brakensick, second trick leverman Westville, displacing M. F. Widman; C. H. Stearman, agent Brothers, displacing J. A. Conant; E. Williams, assistant agent Wellington, displacing E. M. Pearman; L. E. Herrington, agent Grape Creek, displacing H. W. Green; J. K. Matlock, agent Judyville, displacing J. A. Welch; S. J. Young, agent Allerton, displacing R. O. Cable; T. V. Greene, third Oaklawn Crossover, displacing E. J. Bromley; E. J. Cheffer, second Starr Tower, displacing C. A. Hellwig; A. J. Hufty, second "YC" Tower, displacing H. W. Nolan; W. M. Yemm, third Starr Tower, displacing W. E. Braughton; M. P. Hलगren, operator Clinton, displacing W. H. Pemberton; E. D. Adams, third Hoopston Ticket Office, displacing N. C. Hickman; W. E. Mitten, agent Woodland, displacing J. W. Lanham; C. B. Dillman, third Jackson, displacing R. A. Church; M. Hart, second "OC" Junction, displacing R. L. Lloyd.

This is all of the Brazil District men except two, who were not at the Danville meeting and consequently did not declare themselves. You can take the above list and compare it with your seniority list and you will readily see that everything as done at Danville on January 10th was strictly according to Hoyle.

In making the above list you will note no mention is made of whether the parties affected are "Brother" or not. The writer was not sure about some of the ones listed and so gave none of them a title. The list con-

tains one or two old fogies who have not belonged to the organization since its infancy and they may never belong, but you will notice they were among the first to exercise the right given them by a schedule secured through the efforts of the O. R. T.

At the last meeting in Danville Bro. Skiles announced that all those who purchased an annual card this year would be given a year's subscription to "*Labor*" free, so if you can possibly do so remit for the annual card and avail yourself of the opportunity to read a real newspaper.

If we had a few more members who paid up with the cheerfulness and regularity that Bro. Fullerton at St. Anne does, such a thing as "delinquent" lists would be unknown. In remitting to Bro. Hixon long about December 20th, Bro. Fullerton told Hix that an up-to-date card was the first Xmas present he always bought himself. Always had one paid for before the year began. In him we have a member who does not forget what the division has done for him, but the writer is acquainted with several whom that statement would not fit.

P. E. HAMPTON.

Illinois Division—

Bro. W. M. Williams, Mode, has been appointed by our local chairman to work up news to be printed in the journal monthly pertaining to our affairs.

Bro. O. P. Mathias, who has sure had some ups and downs the last year while our local chairman, has been looking after our interests, who advises everything in fine shape, only having four or five non-members, who are still deriving benefits from all the good brothers that are paying the bill, while they complain and offer excuses, such as being in debt. Of course they are in debt to the brothers that are footing their bill. Since they are so keen to get out of debt, let them pay what they owe us first.

Subscribe for "*Labor*" and mail it to some farmer friend when through reading it, so they can see what is going on.

Bro. Fleming at Clarksburg wears a smile that won't come off. We wonder what keeps it on these dull times. When you meet one of the nons or parties who claim the dues are too high, sight them to the other nearby roads whose dues are slightly less and their salaries are as much as \$30 a month less. We must apply philosophy to this Order of ours. We cannot get any more out of a movement than we put into it. We believe in paying tribute to whom it is due in placing our full strength ready to support our worthy officers in things that they are nobly and cheerfully trying to do for all of us. Asserting our rights in the face of bitter public opinion; against the machinations of a paid press and the indigencies of a dying regime of railroad executives that bow and pray to and do

the bidding of the unmerciful strangling forces of greed and graft.

Yours fraternally,

M. L. DOUGHERTY, Local Chairman.

Illinois Central R. R., Div. 36.

Tennessee Division—

A series of division meetings were held at Fulton, Ky., December 19th; Dyersburg, Tenn., Dec. 20th, and Jackson, Tenn., Dec. 21, which proved successful in every way. Very good crowds attended all three meetings, especially at Fulton, a full house being in attendance to hear reports from the general and local officers. The meetings were conducted by General Chairman Mulhall, General Secretary and Treasurer Shannon and Local Chairman Cosgrove, all giving a splendid report of the year's work and the fine condition of the division, giving ample proof that our committee elected to look after our interests has been right on the job. It is fine to go to those meetings and hear the encouraging words spoken by the brothers on the General Committee, and it is a pity more of our members do not avail themselves of this opportunity to get in touch with real unionism.

Local Chairman Cosgrove has issued circulars in the interest of the "drive" now going on to increase the circulation of "Labor," our weekly paper, which is already receiving very generous response.

We should all take out a yearly card in the O. R. T., pay M. B. D. assessments, subscribe for "Labor," attend meetings of the Order and always speak an encouraging word for our organization, for without it today we would soon be all working in an "open shop," which would put us in a very bad fix.

CERT. 200.

Minnesota Division—

Organize and stay organized.

Meeting held at Dubuque the evening of Dec. 15th was attended by about 15 brothers, who were well repaid for their attendance. Bro. Mulhall, our general chairman, talked for an hour and a half, explaining all features of the wage and rule situation up to the present time, its causes, and efforts that have been, and will be put forth by our organization to combat the propaganda of the railroads in their drive to reduce wages.

As you know and I know the present drive of the railroads and the demand of the managements that the balance of wages as given us under Decision No. 2 of the Labor Board and Interpretation No. 8 to General Order No. 27 be taken away from us, is a rank injustice to us telegraphers, and there is no doubt that 99 out of every 100 telegraphers will meet the issue, and if necessary go the limit to prevent any further reductions. And until the time that such issue is to be met it is the duty that you owe your-

selves, your families and fellow workers to tell the officers of this railroad that you will not stand for it, not alone that but that we want and demand (and it is our right just as much as it is the railroads) that the amount necessary to make adjustments in the existing inequalities be given us, so that the necessary adjustments may be made.

The railroads are willing to make them, but make them downward. They will do so just so long as we let them, and it is up to each individual man to combat this move with every ounce of his strength. Remember, the railroads are organized and they are spreading this propaganda broadcast throughout the country, and it is just as much our right to tell every man with whom we come in contact, or have the chance to explain to, our side as it is the right of the railroads, and when our position is shown and explained and our responsibility known it will do much toward combating the present propaganda of the railroads.

We are not overpaid and have been underpaid for many years, and after having attained fair wages and working conditions for ourselves are we going to allow them to be taken away from us? Every man of you must, and I know will, say no, and if a determined spirit is shown—and it must be shown if we are to win—when the time comes you will back your committee to the limit, as you have done in the past, there will be no further reduction in wages. If each of you will show this spirit WE CAN—NOT LOSE.

What has become of the militant spirit of the men on the Minnesota Division that was so evident all the past years, that you are going to allow yourself to be hoodwinked into another wage reduction (as the railroads seem to think). Do not be deceived in the manner or form that it is to be given you, but make up your minds to resist it to the limit of your ability.

In conclusion I would say: Let every man give the railroads a day's work well done, and let us show them as we have in the past that we can and will do a day's work for them, and in return that we expect, and if necessary will demand, fair treatment and fair wages in return.

Wishing you all a happy and prosperous New Year, I am, yours fraternally,

J. J. DAVIS, Local Chairman.

C., B. & Q. R. R., Div. 37.

All Members Division 37—

Without doubt when this article is read by the membership a majority of you will hold an up-to-date card for current term, if not the annual card. However, should any member at this time have overlooked payment of dues, get busy at once and send in your remittance, and at the same time make proper remittance to St. Louis office

to cover assessments in the M. B. D. We must keep the wheel moving, and this can be done if each one will do his duty in a financial and moral way.

Organized labor in all crafts is facing the hardest fight for some time. Everything is being done by the Builders' Association, Chamber of Commerce and others to put into effect the "open shop." If this can be done in commercial lines it would not take long for the railroads to try and follow out along the same line. Can we afford to stand back and see this done? You are the judge. The Master Builders' Association claims it must have the "open shop;" we must kill the unions in order to do it. What can they call themselves but a powerful union, banded together to promote their own selfish interest to the detriment of organized labor. Do you think for one minute if they got labor down where they wish that the public would see any reduction in cost of building? I dare say very little, as they have an understanding whereby each one knows just what they must charge for certain kinds of buildings, etc. This proves that the lay members of each labor organization must be on their guard to help protect their own interest.

We closed the year 1921 with a very good record, had a small decrease in members, but this could not be avoided owing to many positions being closed out, causing our members to seek work elsewhere or go on extra list. I trust we will be able to show as good a record for 1922, and it can be done if every member will do his part in an individual way.

We have a few members who think the organization has not done anything, not stopping for one minute to look back over the past, but passing judgment on the fact that a grievance they may have had up with the officials which was turned down, even though every effort was made by their local chairman and the general chairman to get the case adjusted in their favor. They get their hammer out and commence to pound, thinking in so doing they will show that the 2200 or more faithful members are wrong and they are right. If these same men would use half the effort they do to hurt their officers and the organization in trying to build up the organization, we would move much faster, but when you have to work under heavy difficulty owing to the way things are handled at the present time, to have some member try to knife you in the back, it gets very discouraging. I often wonder if this kind of a member ever considers the obligation he took when he signed the obligation card of our organization, not counting the solemn obligation he may have taken in some other organization, but it takes all kinds of people to make a world, and I suppose we must contend with this class of men in our organizations. Life

is short at the best, and how much more pleasant and smooth things would go if the "knocker" would bury the hatchet and use a horn.

Many members are growing old, but wish to say when they retire from service our records indicate they still hold to the little pasteboard known as the "up-to-date" card. Bro. J. O. Ripley, Burlington, Iowa, who is now 76 years old, states his card is the best thing in life, as he fully realizes what the Order has done for the men in our profession, and a card is a memento of the trials and tribulations the old-time leaders had to go through to secure the conditions which we are working under at the present time.

Bro. El. L. Graves, one of our old members, was forced to give up active railroad work on account of failing health, and at present it is doubtful if he will be able to return again in service. He is now trying out the magazine business, and if any members should wish to subscribe for any magazine published in the United States, or renew their subscriptions, Bro. Graves can give them special rates whereby they can save some money on their subscriptions. His address is 342 Franklin street, Galena, Ill. The writer is personally acquainted with Bro. Graves and know you will receive a square deal.

In closing I want to ask each one to keep in mind that the O. R. T. is their organization; they, with the majority, are the ones who can help block or push forward the work we are trying to do. If things don't go just as you think should be done, stop for a moment and ask yourself could I have done as well or better if I had been in the same position? We are human and liable to mistakes, but stand ready to receive criticism if given in the right spirit.

J. H. ROGERS,

General Secretary & Treasurer.

Casper Division—

Bro. Schumm, second Arminio, is improving rapidly after undergoing an operation for appendicitis in the Gobo hospital. We all hope to see "Kowboy" back on the job soon.

A recent report from Bro. Rogers shows a few more of our delinquents paid up, leaving four one-time members still holding out on us. Until a few months ago they all carried an up-to-date card, were willing to help support their organization, and looked upon the non as an outsider. Why drop out now and slip back into the very same class of outsiders whom you always despised when it's just as easy to keep in line with your broad-minded brothers and sisters, who have the welfare of our organization at heart? A few members may have dropped out because a grievance of theirs or of a friend was acted upon and decided in favor of the company. We can't

expect to win every case, and the fact that we have more paid-ups than delinquents should indicate that some of the boys are being properly dealt with. You can't tell when you may need the support of the O. R. T., and you can't expect any help unless you help support it. We all derive benefits from an O. R. T. which was created before our time, and it seems no more than right we should do all in our power toward its perpetuation. The least you can do is pay your dues and see that the man you work with pays his, so come clean and let's make the Casper Division 100 per cent.

It has been suggested that we create a Flower Fund on this division, but the abandonment of such by other divisions seems to suggest a different plan for the support of such a fund. Upon receipt of this issue of THE RAILROAD TELEGRAPHER those of you who have any suggestions along this line please drop Bro. Straley a note. Subscribing a fixed amount each month seems too easily overlooked, and quite a number become delinquent. There is not much sickness on this division, so it should not be necessary to replenish the funds each month. By each member subscribing a dollar now to start the fund and adding to it only when notified by our local chairman that it needs replenishing, it can easily be maintained without dealing a hardship to anyone. No one doubts the value of a few flowers to a sick member, and in a country where they are so scarce, a fund for procuring them from a distant market is very necessary.

J. T. BORDERS, A. L. C.

Relay Division—

On request of the railroad officials for a conference to consider a further reduction in wages, the committee met the representatives of the general managers on Dec. 17th. After receiving the railroad's side of the question, and giving the same careful consideration, the committee made a counter proposal for an increase in wages sufficient to eliminate the inequalities caused by the application of Interpretation No. 8.

Under the terms of the Transportation Act a controversy now exists between the telegraphers and the C., B. & Q. R. R. Co., which will have to be brought before the United States Labor Board for a decision. It is the position of the railroad that, according to Government figures, there has been a decided decrease in the cost of living and that our wages should be compared with outside industries, namely the Western Union and Postal.

In securing wage scales we have never compared with those industries because their conditions were never acceptable to us. Whether they are now or not is a question which will have to be eventually decided by the membership themselves.

The cost of living has always been given

some consideration when determining our wages, but we have never received increases to conform with the increased cost of living.

As yet no decision has been made by the board on the question of overtime and the meal hour period, which was appealed some time ago. We have no intimation as to when a decision will be rendered.

Those who have not paid dues for the current term should do so as early as possible, securing an annual card if possible.

An annual card eliminates a considerable amount of work for your officers and relieves you of the worry for twelve months. Dues should be remitted to J. H. Rogers, 1505 Market street, LaCrosse, Wis., and the M. B. D. assessment to L. J. Ross, Missouri State Life Bldg., St. Louis, Mo.

Recently a number of requests have been received for copies of the seniority list, but I have been unable to furnish them on account of having but one list and not sufficient time to make extra copies for distribution. It has been suggested that we have the list printed so that each member may have a copy, making up a fund to cover the expense. A new list will be received July 1st and the members can decide by that time whether they desire the list printed or not. I will secure figures and advise later what the cost would be.

J. J. ROSS.

St. Joseph Division—

There were some men on our division and they were wondrous wise. Now, to say the least, isn't that a great way to start a twentieth century article?

Twenty years from now we shall hear of some of them, when, as railroad presidents, they tell of their years of struggle, in an afternoon speech.

Today, however, they are merely in the bubbling state, and since attending the O. R. T. meeting, some forty in number, and listening to the elegant outline of what the good Order has done and is now doing, as it passed from the lips of our honored vice-president, W. T. Brown, of Chicago, in a real statesman-like manner and pictured like a babbling brook, "starting at the beginning, winding about and in and out, making a pretty chatter as the words flew, and leaving out nothing, whether a foamy flake, a lusty trout or a sweet forget-me-not."

You readers have gone into the subject of the rapid growth of our organization and are, more than likely, familiar with most things entering into the makeup, and we will not attempt to give you, who were so unfortunate as to have not attended, the details of the affair, but shall want to outline the place, time and cause for your pleasure.

Meeting was held in the "Blue room" of the Hotel Robidoux, in St. Joseph, Mo., Friday, December 23rd. The room was richly

decorated and equal to the queen's taste, but we do not feel that any of the number present were out of place, judging from the pleasant attitude of each member. I should wish to have your imagination rest at ease on us being right at home. There were two sessions, one in the morning and one at night. Both convenings were well represented by our members. Due to the mid-winter month, the extreme unfavorable conditions and the train schedules, the attendance was only fair, but it being about the most convenient opportunity to have Bro. Brown with us, we feel that it was well worth our efforts to get together.

Bro. Brown, besides being one of those regular fellows, is an eminent speaker. By knowing his responsibilities from the beginning and through to the end of the alphabet, did not have to use the amateur orator's alibi, and we present, I assure our readers, were very much benefited by the opportunity to listen to such a well-informed person.

The writer drew the following conclusion from the argument set forth by Bro. Brown:

Our services should not be such that our employers should follow us with a "yard stick;" they should be determined by our very best possible efforts in doing things that make our employers and our organization grow. "Pinch ourselves" to see which comes first, embalming fluid or pep. Get into the game, as if we were stockholders. Buckle down and put our duties through in a way that we can out-strut a bantam.

Just suppose we were confronted with an efficiency bulletin, and such circular would read like this: "Wanted—Efficiency; how much have you to sell? We can use about fifty dollars worth per month; prefer to buy it among our old employes in quantities of about five dollars per man. First purchase to be made next month.

"Style of goods required—Thoroughness, regularity, promptness, reliability, interest in your employers' welfare and efficiency."

Not that we have all supposed that such conditions might, at any time, come before us. According to Bro. Brown's ideas (which are in accord with most of us), when called upon to deliver the goods we should make ourselves fit to walk right up to the bulletin board and buzz out our delight and deliver the samples in action.

Among those present was Bro. Coleman, general chairman of the C. G. W. Ry., who gave us a nice, interesting talk about the present conditions upon his road. Bro. Coleman is an impressive gentleman and well posted in the general work. While he states his schedule is not just what the boys want, he believes that there is a growing indication and possibility of a good future with them.

Bro. Arnold, our local chairman, spoke briefly regarding things that interested us

locally, and discussed questions in general that seemed to open the way of better understanding for all of us.

Am sorry that space will not permit of going into full details of our nice meeting, and I hope that more brothers will be able to get out and attend in the future.

While it is a little late to follow the established practice of making our New Year's resolutions, we might at this time, for future personal benefit, resolve on a few daily routines to make a better standard for ourselves, bearing in mind that the "flash in the pan" variety of resolutions are far worse than none at all, while the kind that will place the person making a resolve in a worth-while position is the bulldog tenacity that seizes every opportunity to arrive at its end, satisfied with small gains, and continually striving, step by step, for the goal in view.

May I close by again saying, "There were some men on our division, and they were wondrous wise in attending our meeting."

Yours in fond hope of our development into a bright future.

WHIT.

Creston Division—

I have a compliment paid the Creston Division on handling trains. December was a perfect month for not missing a train order, letting passenger trains in block with freights, or irregular handling of trains. Brothers, this is a good record. Let us make it a perfect month every month. Watch your step; see that you have all orders for the train you are about to clear; see that your block sheet shows clear block before giving a block. Don't get in a hurry, as this is where you stop over. Keep awake. Be on the job.

Let us all put the same pep and vim in our O. R. T. dues and M. B. D. assessments. Let us make the Creston Division the banner division. Annual cards and M. B. D. paid for year. We only have one delinquent at present, and I am after him. I am in hopes he will come clean and pay up. We cannot afford to drop this M. B. D. for our families' sake. If you will just stop and think what it means to your dear ones. If you cannot see where you personally receive a benefit, think of your family. It means all to them. If it was not for insurance, how many families would be on charity? It has made many a proud mother's heart leap with joy to know her babies will not have to want or be put away from her because she cannot support them. Her home will not be taken away from her, for she can pay for it with the insurance we leave them. Brothers, it is a big proposition to think over. Too many think lightly on this matter, but it is something we should think of while we are well. We cannot help them after we answer the call of the great Divine to the great beyond.

Bro. Manion and Bro. Denton are working night and day for our benefit, not theirs; fighting for our rights, our time, and more money. Then why not help them by all paying dues and M. B. D. promptly, as this is our only assistance, and they rely on our membership as their weapon to fight our cause.

Let our slogan be—No nons, no delinquents, 100 per cent membership, perfect service, good will to all."

With best wishes to all, fraternally,

J. C. OVERMEIER, L. C.

Pere Marquette Ry., Div. 39.

Canadian Division—

I wish to convey my sincere thanks and hearty appreciation for the handsome club bag presented to me Christmas Day by the members of this division.

I have done no more than any local chairman who has the welfare of the Order at heart would do and always stand ready to do my duty.

Let me assure you that it is not so much the gift as the spirit in which it was given. It certainly gives me every encouragement and leads me to believe that I have the hearty co-operation of every member without which my efforts would be in vain. I will always do my best to maintain the high degree of efficiency for which our division is noted and at the end of my term I hope your confidence in me will remain unshaken and you will feel that your trust in me has not been misplaced.

Wishing you all health, happiness and prosperity throughout 1923, I am

Fraternally yours,

E. R. McCALL, Local Chairman.

Chesapeake & Ohio Ry., Div. 40.

Indiana Line—

Business on this line continues to be spasmodic while it was good, during the holiday season, two new men were added to the extra list, one of them an up-to-date member of the O. R. T. and the other a non, the latter has given his promise to become a member.

It is to an extra man's interest to have an up-to-date in his pocket because we then have someone who we can ask to be given extra work instead of the several emergency women. It has been a practice on the line to use these women at their home town when no extra men were available and this has often worked to an advantage by making it possible for regular men to be off duty. However there is now a larger supply of operators than there is work for them and we hope it will not be the disposition of the company to use the emergency women when at all possible to obtain professional telegraphers. There is a little story that circulates to the effect that life is made miserable for the extra men who work at a station where the agent's wife is used when no extra man can

be obtained for the place. I doubt the truth of this story. However, if it is true I hope those interested will recall that their activities on the extra list weren't hampered in a like manner when they were new on the line. Anyhow, we hope that all due consideration will be given extra men that are called upon to fill positions temporarily because we were all extra men at one time, and we know that we wanted and needed all the work we could get.

The records show that one delinquent and one non paid up dues and attempted to get their place in the sun by declaring themselves candidates for the office of local chairman. They were unable to get their names on the ballot on account of not being members in good standing covering a period dating back to a certain time. This is another illustration of the fact that it is absolutely to any member's interest to be in good standing at all times. If you want to have a voice in the affairs of the Order keep your dues paid up at all times.

Some of the members have suggested that dues be payable monthly instead of bi-annually in advance. This is already practiced by some organizations and meets with somewhat of a success. However, it is the personal opinion of the writer that a certain amount of burdensome and unnecessary clerical work would be involved should such a method be adopted, but it might be possible were the dues increased a sufficient amount to cover the extra work. Anyhow, we are willing to do anything that will help the members along when it comes to the matter of keeping up-to-date so we will instruct our delegate to go to the next convention with a lot of arguments and try to put the thing through for you. We might be able to get a quarterly payment system adopted—and at the same time continue the half and whole year for the benefit of those who desire to pay further in advance than three months. We are already in favor of showing on the membership cards the date continuous membership of the holder commenced. The further back the date the prouder we will be of the member.

F. M. PROPLES,
Acting Local Chairman.

Erle R. R., Div. 42.

A few days ago we received from the Labor Board Decision No. 553 (Docket #98), *Order Railroad Telegraphers vs. Erle Railroad Company, New York, Susquehanna & Western Railroad, Wilkesbarre & Eastern Railroad*, which was published on page 17, January issue, of *THE RAILROAD TELEGRAPHER*.

This decision covers our dispute with the management on the question of pro rata rates for overtime rates. The company, having put into effect July 1, 1921, pro rata rates for overtime, regardless of our agreement and the rulings of the Board. I did not have

sufficient copies of it to furnish you all. The copies we had were distributed equally among the local chairmen and they were requested to advise you of the decision and to state that same would be published in the next issue of TELEGRAPHER.

This decision registers one more victory won by this organization. Justice must prevail. All overtime worked must be paid for at time and one-half. If the membership wishes it, we will proceed to collect the difference between pro rata and overtime rates, for all overtime worked since July 1, 1921. If overtime rates are not allowed you in future for all overtime worked, please take the matter up through the proper channels, and if not properly adjusted, refer it to your chairman. We will see that the provisions of this decision are properly carried out.

I have been advised by the Board, through our president, that our dispute on the question of roster seniority of train dispatchers will be heard before the Board February 6th. Through our president I requested the Board to make special effort to handle our dispute on the question of the five days' deduction on the same date. Have just been advised by President Manion that the deduction case will be heard on the same date. Bro. Pierson and myself will appear before the Board on that date to offer oral argument on both cases. As you probably know, decisions are not rendered until some time after hearing is had. Will advise you all when decision is received. Hundreds of pages of data have been submitted by us to the Board on these disputes. We will also submit oral arguments, as we have in the other cases and do our very best to secure a fair decision on all disputes.

It is understood that the Board is speeding up, working nights and Sundays, there being a large number of cases before them requiring action. Owing to the fact that this Board has been fairly swamped with work, which has caused long delays in all cases submitted to them, your committee has made special effort to adjust all disputes with management and if possible, eliminate this long delay in all cases submitted to the Board, but there are some disputes we have been unable to adjust with the management.

Your committee is ordered to meet the management January 18th for conference on question of further reduction in wages. It is the sentiment of the membership that we reject any further reduction in wages, and that we request the restoration of the six cents per hour reduction, effective July 1, 1921, through Decision 147. This will be done, then the dispute goes to the Board. As yet, no one has produced figures or argument to justify such reductions in our wages. We who buy the necessities of life know that the cost of living has not decreased sufficiently to warrant it. When we compare the reduction in the yearly income of our agents and operators for 1921 with the slight decrease in the

cost of living, does it seem consistent? January and February, five days' pay deducted. July 1st, six cents per hour reduction; July 1st, pro rata rates substituted for overtime, and even before the close of 1921, notified of request for another reduction. Coal, rent, gas, lights, dentists, doctors, street car fares and the most of the things we have to have at war-time prices. It is not consistent to even propose reductions to our class at present.

Every known effort is being made to adjust the question of the reclassification of certain stations on the New York Division, which was put into effect several weeks ago. The question has been appealed to the manager. Date for conference expected any hour. Special request was made to officials to give this matter speedy action. We are compelled to handle all such matters through the regular channels and delay is absolutely unavoidable. Delay is not due to us. We will advise you just as soon as the matter is adjusted.

I am handling a large number of grievances now and have requests in with officials for conferences on each of them.

Brothers, each of you realize that we are passing through the most trying period labor has ever experienced. Each of us realizes more than ever that unless we stick together and win this fight, none of us can look forward to anything but a mere existence and long hours for our craft. Therefore, let each of us put our shoulders to the wheel and do our part, line up those who are sitting back and waiting for you to carry their load. Show them what it means to them and to you with every man in this service doing his part toward establishing fair wages and fair working conditions. The questions confronting labor right now are: Shall we have a voice in the sale of our labor, or shall the other fellow make the terms. If the other fellow names the terms, and you have no voice in it, has not past experience taught us what we may expect. Can we accept those terms and live anything like an American should live. We have just one thing to sell: that is our labor. A few men control and set the price for everything you have to purchase. Are those same men going to have the power to name the wage for which you shall work without giving you a voice in the sale of your labor. It is up to us to say whether they do or not.

Fraternally yours,

E. J. HESSER, General Chairman.

Canadian National Railways, Div. 43.

Dauphin Division—

I received last night the beautiful gifts which the brothers on the Dauphin Division were kind enough to present to me on the occasion of my relinquishing the local chairmanship and departure from among them.

While it is true that "Virtue is its own

reward," yet it certainly warms the cockles of one's heart to be reminded in such a substantial manner that his efforts on behalf of the organization have been appreciated. The Dauphin Division, when I took it over, was one of the banner divisions in so far as the O. R. T. was concerned, and I believe that during my term of office, with the hearty support and co-operation of the boys, I was able to keep and leave it among the banner districts of 43.

I hope that any of the brothers who pass through Saskatoon will look me up, for I was so long on the Dauphin Division that it will always seem like my home division to me.

On behalf of your new local chairman, whoever he may be, I would bespeak the same hearty measure of support that was always accorded me.

Again thanking you on behalf of Mrs. Musgrave and myself, I remain,

Yours fraternally,

F. MUSGRAVE.

Southern Pacific Lines, Div. 53.

Los Angeles Division—

Our local chairman, Bro. J. G. Castleberry, having recently covered the Los Angeles Division, made a splendid showing. He visited every point on the division that could be made without losing too much time or the expenditure of too much money. He reports finding a very much alive membership and is well pleased with his tour. Practically all of those who had failed heretofore to become members filled out application blanks or gave a definite idea as to the date that applications would be forthcoming. If any telegrapher had the impression that three or four well prepared excuses were ample to remain outside the fold he now believes differently. Our local chairman doesn't become really eloquent until about the seventh excuse and then it is: "Here's the pen." "There's the ink." "That's all, thanks. See you at the meeting."

RANKIN PHYLE.

Northern Pacific Ry., Div. 54.

Lake Superior Division—

The reduced committee met the management in St. Paul on December 30th in conformity with notice served on us November 30th that they desired to reduce our hourly rates and revise schedule according to agreement. The management stated that they desired to cut our hourly rate on all positions four cents per hour and in addition eliminate all increases received by Interpretation No. 8. Your committee refused to accept such reduction and stated to the management that it was our opinion that we should receive an increase instead of decrease: That our craft had never received the amount of increases granted other railroad organizations, taking into consideration the experience, skill, training and responsibility involved. In addition, pointing out that our agents had took considerable loss in milk and cream commis-

sions, transfer fees and no adjustment reached to recompense them. That the drastic reduction in force was placing an additional hardship on many of our agents, who were now compelled to do the work that was formerly done by two or more men. That with a six-cent per hour increase we could equalize the rates of pay by increasing the unimportant telegraph positions approximately two cents per hour and the agent-operator and exclusive agents up to as high as eighteen cents per hour. The committee presented a wage scale to show how the adjustments could be made. As an example, on the Lake Superior Division we show the minimum agent-operator around 70 cents per hour, and the exclusive agents around 75 cents per hour. Increases for telegraph positions vary according to the importance of the position from two cents per hour to around 5 cents per hour. The management refused our proposition but agreed to join with us in a submission to the Labor Board for an adjustment. The organization realizes the fact that the rates of pay for our agents are out of line, and you may be assured that they will be corrected at first opportunity. Don't be deceived by the propaganda of the O. R. S. A., that they can secure adjustments for the agents if they join their organization. You have representation for your taxation with the O. R. T. If you drop the O. R. T. and join the O. R. S. A. you then have taxation without any representation. In addition bear in mind that all adjustments are made by the Railroad Labor Board, decided upon the presentation of facts in the case. The O. R. T. has had years of experience in schedule negotiations, and is therefore in a position to handle your representation better than other organizations. I appreciate the fact that the agents on the Lake Superior have not been influenced by the flood of letters and pamphlets from that organization. It costs money to carry on a campaign of this nature, an enormous amount of postage, printing and stationery bills, paid from the taxation by those who join the organization and receive nothing in return.

By the time you read these notes new 1922 seniority lists will be in your possession. You will find five stars on the list. Two of these appear well towards the bottom of the list, unassigned extra telegraphers, who promise me that they will eliminate the stars when they secure employment.

Let us all pull together and get those five stars off our seniority list during the year 1922. Let ninety-six per cent of us talk right from the shoulder to those four per cent and convince them that majority rules. With your assistance and co-operation we can get results. Let's go. Fraternally yours,
E. I. DAVIDSON, L. C., Cert. 405.

*To Members of the One Hundred Per Cent
Dakota Division—*

The most important message we could convey during these trying times is the fact we finished the third consecutive year with a solid 100 per cent membership, 122 members paid up in both departments, the first division on the N. P. System to achieve this record. Therefore, each one of you can well be proud, as it was only through your co-operation and loyalty it was accomplished. The new year holds promise of a change for the better and a continued 100 per cent membership will do wonders toward helping those prospects along, for only by this united backing can your officers gain ground. Let us all work for the fourth consecutive year of a solid front and thereby hang up a record for other divisions to "shoot at" for a time at least. The Old Dakota can do it if the same pep and enthusiasm is manifest as of yore. We have a decided advantage in a good beginning. Our motto in the past has been "Let's Go!" Let's resolve in our minds to make 1922 a record-maker and adopt for our slogan "It Can Be Done!"

As we write these notes the general chairman and reduced committee is conferring with the management. The request for further reduction was turned down and our request for increase received the same fate. Appeals were made to the Labor Board in Chicago, and, pending a decision, it is absolutely necessary every agent, telegrapher and telephoner pay up his dues and assessment for this term, as these negotiations cost money. Our plea for readjustment of the schedule and rates submitted is so fair we cannot expect anything but a favorable decision soon. May by the old O. R. T. ship and time will reward your loyalty and prove the decision to be the only right and honorable one.

Bro. Johnson called in all the figures on express commission and those stations who did not comply are classed as not being interested. While no definite settlement has been arrived at it is assumed by the committee that the loss at each station will be handled on its merits. Assuming also that our increase and readjustment of schedule will be granted, it is supposed that these express losses on cream will be taken into consideration at that time. The situation is a complex one. The faith you can show is patience and an up-to-date membership. If you haven't already remitted send \$15, plus both term assessments, and join the Annual Card Club. It's growing fast.

Assistant Local Chairman Bro. Otis H. Underwood, agent Elgin, has been appointed treasurer of the Flower Fund, and those contributions sent to me have been forwarded to him. A deficit is now shown and I sincerely trust every member will send Bro. Underwood at least a quarter, and if you prefer make it a round dollar, like Bro.

Gutensohn of Burt just did. So much the better towards gladdening the heart of some sick brother, sister or relative. Dig up with a smile.

The extreme cuts in the forces due, according to the management, to no business, has left many good faithful men out in the cold and worked quite a hardship. The signs on the horizon seem to prophesy better times and business. The possibilities, with business gradually getting back to normalcy, were never greater for organization if the members will remain 100 per cent solid. The outlook at least appears to be bright for the older organizations like the O. R. T., who have been tried and not found wanting.

HOWARD H. ELLSWORTH,
Local Chairman.

N., C. & St. L. Ry., Div. 57.

W. & A. Division—

We are entering into a new year. A time when every man's hopes are always at their highest peak. A time when the unquenched fire of determination burns biggest in every man's breast.

It is at this time of the year when all inventories are taken, and business men determine by their inventories what they have achieved during the past year, and how they can proceed through the next year with greater success.

Our employers are all taking inventories, and are determined to what degree our work and efficiency have helped them to realize the success they have had during the past year, and how they can improve over last year's mistakes and make the coming year more prosperous.

How many of us are taking inventories? What have we in stock, and why should we bother our brains when most of us can count on our fingers all the success we have realized during the past year?

However small it may seem, it is a duty that is absolutely essential to success. There is no getting around it. We either know or we don't know what we are doing, and if we don't know then our interest is not keen enough to promote success.

Let us give the best services in us to our work, pay our dues, be 100 per cent O. R. T. men and we then will have nothing to fear.

We can make this the best year in the history of the organization if we have enough interest in our work and organization, and we must have interest in both if we accomplish anything worth while.

CERT. 557.

Louisville & Nashville R. R., Div. 58.

Nashville Division—

By the time this goes to press our committee will be in conference with the management, regarding additional reduction in wages for our craft. We have made a spe-

cial effort to get a comparative statement from every operator and agent on the Nashville Division in reference to the cost of living for the years 1920 and 1921, also for 1917, and we find that the prices for rent, clothing, fuel and a majority of the necessities of life are just as high now as they were in January, 1920. Therefore, we do not feel that it is possible for us to accept another wage cut.

The railroad magnates admit that Henry Ford's policy in reducing rates and raising wages is a sound business proposition. Why don't the rest of them try it, then? I am sure if this policy was put into effect there wouldn't be so much business for the trucks and buses.

I don't see how the management can expect their employes to get out and solicit business for them, realizing that they are constantly after the Labor Board or in some way trying to reduce their wages, when today we are hardly receiving a living wage.

Why not make a move for closer co-operation with the employes, and when one makes a mistake, correct him with all due courtesy and friendliness. We are all traveling the same road. No doubt some of our officials came along the same lines we are now passing.

Some of our members on this division are very grievous, and complain that they are not getting a square deal via the "qualifying route." It seems to me there should be some way of adjusting this, and I believe, if it is possible, there should be some relief effected.

Boys, all we have ever asked for is a square deal, we simply want what is rightfully ours.

Do not get discouraged, boys; pay your dues and M. B. D. before February 28th, and continue to give the railroad company the best you have while on duty. Support the organization that puts the meat and bread on your tables.

I want every member of the O. R. T. on the Nashville Division to feel personally responsible for the non at his station, or the next one to him. Remind him that we are carrying him on our backs, and the load is getting burdensome.

We hope our new agreement, which has been sent to the Labor Board, will be better than the old one.

Brothers, assist the local, assistant local and general chairmen all you possibly can, as it is impossible for them to do much without your co-operation and support.

R. H. B.

Eastern Kentucky Division—

Despite the fact that several offices have been closed recently none of the members of this division have been cut entirely off of the extra board, as has happened on other divisions. But in case any are cut entirely

off during the depression in business, I am advised by Bro. H. Moneypenny, general secretary and treasurer, that he has made arrangements with the Grand Division for Division 58 and the Grand Division to take care of all dues of members so affected until they are placed back on the list. I consider this quite an offering, and if the extra board is reduced any member cut off should make request to me immediately, as the request has to be made through the local chairman. This does not apply to members who have left the service. Such members will be carried at the rate they are carried now, \$8 per year. Neither does this apply to your Mutual Benefit Department dues. Your usual premium on your insurance should be sent to Bro. L. J. Ross, G. S. & T., St. Louis, Mo.

If any of you have not already done so, send your dues to Bro. Moneypenny at 422 Fourth and First National Bank Building, Nashville, Tenn., at once. It is very important that all are in good standing not later than February 28th.

There are still a few nons among us, who are working regular and receiving the regular union rate of pay. Keep after them and insist on their lining up. It is certainly a shame that they don't have to make their own schedule of rates of pay and working conditions with the company, independent of ours, as I am sure they would be working for a much less rate of pay and without the privilege of bidding on positions or exercising their seniority. Probably they think operators are overpaid for their services. At least they express it that way by refusing to line up.

In my last writeup I asked that each member contribute \$1 or more, if desired, to the purchase of a mimeograph machine for use in printing circulars, etc. This machine to belong to the members of the E. K. Division. To date, I have received a very few dollars. You should not neglect such an important thing as this, because it is to your individual interest that you receive information concerning what is going on at all times. It is almost impossible for me to get such information to you as you should have, because it takes so long to write 200 copies on a typewriter. Moreover, I do not have the time to do so and take care of the other correspondence that is to your interest. The latest seniority roster is just out and each of you, no doubt, would like to have a copy; but it is quite an undertaking to make 200 copies, with 200 employes on it, on a typewriter. Each of you that has not already done so, send me your dollar or send it to Bro. Brack Durham and let's get started at real business. We have plenty of propaganda to spread around if it was not such a task to make each of you a copy on the typewriter. I wish to thank those who have already sent in their \$1 and will appreciate

your effort in getting everybody interested in this important matter.

I want to remind all of you again that in order for your local chairman to assist you in grievance cases, or when you have been unjustly treated, you will have to let me hear from you immediately. If you wait until the time has passed that you have for taking up a grievance, before you say anything about it, there is little or nothing that we can do for you. You, then, could not say the O. R. T. did nothing for you. Don't be mistaken. If everything don't look just right, let me hear from you. Our division officials are glad to right any wrongs, if we have done our part. Don't forget to give the service and then you are entitled to just treatment.

Don't fail to read THE TELEGRAPHER. There is some of the best of reading contained therein. Begin at the front and read clear through it. Then you get what the brothers throughout the country think about the situation. There are some important facts printed in this issue and all others. Read it.

Yours fraternally,

F. P. REDMOND,
Local Chairman.

Henderson Division—

With the new year no doubt the question has frequently come to our minds as to just what it holds in store for us. We to a certain extent have control of what will happen to us as an organization. It would seem on this division that some of the membership is standing waiting for the stampede which in their hearts they have felt would come some time, and in truth they are like the condemned man in the death cell waiting to welcome the fatal hour to get them out of the constant dread they have been in for some few years. Let's all awake at once and enroll on the active membership side and show a little red blood. We have on this system a very peculiar battle to fight, and it must be fought at a time when all the forces and enemies to our organization are their busiest. We have an uneducated membership in regard to union labor and what it means, and also to whom have fallen wages and working conditions in a very short time that compare favorably with the majority of other lines which have been battling for years, spending time and money, and in many years making little, if any, progress. Let us get down to some common sense and go to work to maintain the organization and put it in condition, by our support, to do the things that arise without being afraid that it has not the backing of the membership. There are many ways in which you can help out your organization, and one is to pay up your dues and then get busy in a nice way to get every other member to do likewise.

February 28th you become delinquent if you have not sent in your dues to Bro.

Money penny and also your Mutual Benefit dues to Grand Secretary-Treasurer Bro. L. J. Ross, Missouri State Life Building, St. Louis, Mo., and you should be sure to sign the slip sent you by Bro. Ross and send in this money promptly, keeping your receipt so you can refer to it if needed later.

All members who were cut off the extra board when it was reduced will be carried by the organization, except the Mutual Benefit dues, which must be paid promptly. If you were cut off the extra board, apply at once to your local chairman, and when you are given his O. K., you need only pay your M. B. D. dues to remain in the Order until you are returned to the extra board.

If you meet anyone that seems to have developed a case of the kicking blues and you can't handle him, send him to me and I will give him a good feed and argue him to death.

H. A. JONES, L. C.

Southern Railway, Div. 59.

Knoxville Division—

For the past ten months I have been trying to serve you as local chairman as honestly and conscientiously as my ability would permit, and only those who have served in this capacity can imagine how busy I have been.

This is the first time I have attempted to write a line to our journal; not entirely because I have not had time, because I could have found time, but I have always found it a good policy not to speak unless you have something to say, and this article is largely to explain my position along this line. I feel if we would do more and talk less our organization would be in better condition.

This division, I believe, has been harder hit by reduction of force than any division on the Southern Railway, which has brought about a very acute situation, and in all cases I have handled matters without favor or prejudice.

I feel grateful to the majority of the boys because of the loyal support they have given me, but there are some who are a bit peeved because every little kink can't be straightened according to their notion. This is wrong. We must keep in mind there are approximately one hundred and eighty brothers on this division, all of whom have an equal right to an opinion, and it is impossible to shape the opinion of all in the same mould.

We have many things for which we should feel proud. Every grievance has been handled to a satisfactory conclusion, with only one pending, which is practically settled to our liking.

We should feel proud of our railway officials, who are always ready and willing to meet us upon the plane of justice and settle all differences in an equitable manner. I could not ask for any more consideration

from anyone than that which has been given me by our officials, and especially Mr. Brooks and Mr. Post.

Let us now forget the little frivolous matters, and turn our attention to bigger things. Let's give our full support to the business of the Southern Railway and to our organization, and I am sure we will have no trouble in adjusting any differences that may arise.

Those of you who have not already done so, please pay your dues now. It is not a donation, but a debt you owe for great values received. R. T. ANDERSON, L. C.

Spartanburg Division—

There has been an occurrence on this division which I think you all should be made familiar with in regard to a non-member.

Mr. Pruitt of Bookman gave me his application in November for membership, together with necessary fee. I held his application a little longer than I probably should, awaiting two other applications and remittances which had been promised me. I gave Pruitt a receipt for his application fee, which virtually made him a member, and he was accorded all courtesies a member is. In the meantime he writes Bro. Burgess as to how dirty he has been treated by the Order of Railroad Telegraphers, and requests that his money be refunded and hereafter he would remain a non.

Pruitt has had quite a good deal to say regarding the O. R. T. and says it has never benefited him and he would have gotten all he has regardless of the O. R. T., and a good deal else he has said which would not look well in print. I wrote Pruitt, trying to explain the situation, and he wrote me that he blamed me for the entire matter, and said he would have been a member of the O. R. T. right now if it was not for me.

I am willing to take the blame on myself personally, but from conclusive evidence he does not blame me entirely, but also the O. R. T., and has proceeded to ridicule us good and plenty. I am glad indeed that he is not a member of the O. R. T., as we want men who are workers and not merely men who join for what they get out of it.

I have never been a strict advocate of "No card, no favors," but in Pruitt's case I am, and I hope others will follow suit.

Just a word now in regard to our paper, "Labor." I have sent every man a copy of this paper and mentioned the paper to all in my letters at various times. But I am not getting the subscribers I should. I want you all to realize just how important it is that you should take this paper, and it is impossible for me to tell you in this article. It is not a matter of the \$1.50 that you should consider, as I am sure after you have received three or four copies you will never regret spending the \$1.50 after that. Nearly every one of you are subscribers, or at least

buy a good many copies of the Columbia State and Columbia Record. Well and good enough for a bit of one-sided news, but the State and Record have not your interest at heart, which several October, 1921, issues showed, but still you support them and not "Labor." Why is that?

Now I want to ask that in the future take your wife and relatives to the registry books and register them and yourself and vote in every election in your county and state. There never was a time when it was so important for you to vote and for your lady folks to vote as now. When some man has been elected to represent you in the state or United States legislature, write him your opinion of certain bills and amendments that are brought before him and try to influence his vote for the good of the people and yourself. You bet the money sharks never fail to let them know when they want something put across.

Boys, give the Southern (which is one of the best if not the best in the country) the very best that is in you. Tend to your job right while you are on duty and try to get business for them and always be ready to stand up for their and your own rights. A rate class has been organized in Spartanburg and also one in Columbia, which will give you a lot of insight on rates, and we all need it. Mr. Parker is glad to let you go if possible, and stop trains for you to go on if you will just go. It is no plaything. You will get instructions on rates that others are paying correspondence schools high prices for, and it's free. Lots easier to revise a waybill than handle a bunch of unadjusted items and think about the consignee when you don't have to go and collect an undercharge.

Be charitable, don't live entirely to yourselves. Lots of people are hungry and cold today. Help them. Think how fortunate you are.

Attend the meetings, as I want to see and talk to you. I have lots to tell I cannot write. Fraternally, R. C. BOLEN, L. C.

Santa Fe Ry., Div. 61.

All Members "61"—

Your reduced committee, consisting of Bros. W. L. Braun, G. C.; V. A. Gendron, G. S. & T.; J. C. High, L. C.; J. L. Elliott, L. C.; J. F. Anderson, L. C.; J. C. Phillips, L. C., and myself, convened at Topeka, Kan., December 17th, 1921, for the purpose of meeting the management's committee, December 19th, 1921, in line with their request that we do so, that they might deliver to you, through us, their Yuletide greetings, which was a proposed four (4) cent per hour reduction for all employees under our agreement, to become effective December 24th, 1921.

On Monday, December 19th, we met Mr. H. C. Chase and committee representing the com-

pany, when they advised it was regrettable upon their part to ask us to accept a reduction, but in the interest of the public, and the railroads being required to reduce freight rates, and at the same time live, it was necessary. They further pointed out that we would profit by it in the long run, on account of reduction in freight rates and other commodities, which would more than offset the four (4) cents reduction.

Your committee went into the matter thoroughly, showing that the high cost of living had not decreased sufficiently to warrant a reduction, also that in most sections on our line that the cost of living was advancing at that time, and furthermore, we had already been reduced six (6) cents per hour, which took effect July 1st, 1921, and at that time we were only receiving a living wage, not sufficient to lay away a few dollars, to take care of us when we grow old, and became disqualified for our positions.

In view of the above facts just pointed out, your committee found it necessary to reject the management's proposal, and in addition to declining, we offered a counter proposition in which we requested an increase in pay of six (6) cents per hour, with equalization of rates at different stations, which would amount to approximately nine (9) cents per hour.

The management's committee refused to include our proposition with their proposed reduction, and submit same to the board, therefore, we are submitting them ex-parte, the company submitting their proposition with arguments therefor, and our proposition will be handled in a like manner for the board's decision. As to when we may expect the board's decision on this, am frank to admit is too deep for me, but all members will be notified immediately after decision is handed down.

We understand that all railroads in the United States have submitted the same proposition to their employees, and that the employees' committee on all roads have asked for an increase, some asking for more and some for less than we requested, submitting it to the board, and in most cases ex-parte the same as our proposition was handled.

As we see it, our class of employees never have received rates of pay they deserved, for the amount of skill and responsibility required to handle such positions, and that our rates should be even higher than they were before the six (6) cent reduction in July.

As I see it personally, I do not believe that our wages will be reduced further than the six (6) cents that was taken off July 1st, 1921. It hardly looks reasonable, because an operator was receiving forty (\$40) dollars per month for his services in 1890, that the people of this great country would wish to push us backward thirty years. If

this is their desire let them start at the top and abolish some of those \$50,000 a year positions, then ease up when they get near the bottom, and consider that we are due a little consideration in this world.

With best wishes, I am, yours fraternally,

CHAUNCEY GREEN,

Assistant General Chairman.

For your information beg to advise you that the following brothers have been appointed acting local chairmen for their respective divisions:

Eastern Division, Chalmers Clark, Emporia, Kan., vice J. A. Myers, resigned.

Oklahoma Division, M. O. Bracksieck, Shawnee, Okla., vice J. E. Yenser, resigned.

Western Division, O. R. Willm, Oalstead, Kan., vice C. E. Gilbert resigned.

Plains Division, D. W. Hanson, Black, via Friona, Texas, vice C. McGee, resigned.

You should each do your utmost to cooperate with these brothers, seeing that their attention is called to all irregularities existing on your divisions that same may be speedily adjusted. Yours fraternally,

W. L. BRAUN, General Chairman.

Great Northern Ry., Div. 70.

Kallspell Division—

Our happy and prosperous New Year is not starting off any too well, considering the number of jobs that have been abolished, but we will hope for better days.

From now on it will be Bro. Upjohn, as he gave himself an O. R. T. card for Christmas.

I was talking to Bro. Durham the other night and learned that he has an annual card. No half-way measures about Bro. Durham. It certainly is encouraging to have the extra operators as solid as they are on this division. It's a good idea to have an annual. Saves worry and helps your officers, besides being a fine New Year's present to give yourself. While we are on the subject of cards, I want to take this opportunity to inform the universe that the Kallspell Division is solid O. R. T. with the exception of two operators, which I have been unable to line up yet, but still have hopes. We can certainly be proud of that record. It only goes to show that great minds run in the same channel.

There has been some little misunderstanding among some of the operators as to the division of the depot work. It has been the practice in the past for the second trick operator to take entire care of the lights, the third trick operator to do the sweeping out, and before the schedule went into effect it fell to the first trick operator to take care of the windows and the scrubbing, but the scrubbing was eliminated when the schedule went into effect.

When on the market for schedule interpretations, go to your assistants or the

chairman. Several cases of interpreting the schedule have been brought to my attention recently, and in each instance the interpreter did not interpret correctly, much to the discomfort of the interpretee.

P. A. IRVIN, Cert. 353,
Glacier Park, Mont.

Montana Division—

A happy and a prosperous New Year to you all.

An army with only one general, and he without men, would be a funny proposition. Wouldn't it, now? At the present we are being attacked by that kind of an outfit on the Montana Division, and there is a funny thing about this general with no men. He generally wins every fight he goes into. Some general, eh? He has defeated as many movements as all other enemies together. Some tactician! Must be! When he cannot win a decisive victory and drive his opponents from the field altogether he leaves them with shattered morale, with no confidence in their leaders and no faith in themselves. Some strategist, I'll say! You may be wondering what the name of the old boy with the great military talents is. Well, sir, the old freak (I can't call him a genius at that) is no other than the old-time ally of our opponents, General Apathy. At the present time he seems to be in complete control of this part of the field and, like Alexander, looking for more worlds to conquer.

Why should a condition like this be allowed to prevail? Why not come out of it and do a little counterattacking? Yes, why not? There is a non in the station next to yours. Let him know that you know it and ask for his application. If you don't get it, go after him again. Bunker Hill was not taken at the first attack. Do you fellows know that not a single member, outside of the boys at Wolf Point in the Relay office, has handed in the application of a non? (I take my hat off to you, General Apathy.) Do you fellows know that outside of the same Wolf Point Relay office, and one of the Havre Relay men, that I have not received any effective help in lining up delinquents? (All honors to you, General Apathy. You can have the cake, also the cake basket and what pie there is in the dump.) Do you fellows know that if I started a piece of correspondence over a district for your information that it was an average of ten weeks before it was returned for my files, and in some cases never returned? That when I asked for quarter contributions for the Havre hall that a total of eight replies were received? (Three of these contained a dollar each, however. Thank you, gentlemen. You scratched the general's hide, but you were far outnumbered by those that made no attempt to scratch it.)

Do you know that I have put out several circulars asking for certain information, and in one case through the journal, and that these requests for assistance were to all practical purposes disregarded? (Here's my sword, General Apathy, I guess you're here to stay. The hat rack is behind the door and feed box over there in the corner. Understand that you will shortly be superseded by General Dis-Organization? Is that so? Lieut. Cut-in-Pay will be one of his aides. No. You don't say. Capt. Rules-Abolished will be on his staff? Well, well. I certainly would like to see my old friend Capt. Rules-Abolished. I really thought that he would be doing foreign service from now on, and am surprised to know that he is to stay in these parts. Well, I believe there is nothing more to say except that I don't suppose that you will be required to man the breastworks for some time to come.)

Is that what you gentlemen want? If not, perk up. Put some pep into this work or don't be surprised at anything that happens. Make some new resolutions and then live up to them. Resolve that you will put as much interest in this work as you expect your local chairman to put into it. Don't think that interest simply means grievances. Real grievances I am pleased to handle, but fancied grievances are an abomination unto the Lord. (And to me also.) Especially so are those between members. In every case of grievance between members there is a right and a wrong party, and I cannot see how a man that is in the wrong can help but know it. Apply the golden rule (although it is not in the schedule) in cases of this kind, and think how you would want the case handled if in the other brother's place and be governed accordingly.

It is surprising how many brothers are looking for the superintendent's office to do them an injustice. If you have anything that you are entitled to under the rules, write the superintendent a straightforward, manly letter, and I am sure that you will get it. I have found Superintendent Knights one of the fairest men to deal with that I know.

In closing I want to ask you to send me copies of everything you write and you will save yourself and me a lot of trouble. I have asked this before, both in circulars and through the journal. By this I mean copies of your bids on positions, your requests for short layoffs or longer leaves, of absence or anything of that nature. If you do this you will find that it will work to your advantage. Yours fraternally,

OSCAR A. JAMES.

Chicago & Northwestern Ry., Div. 76 Dakota Division—

Now that the month of January is a thing of the past, and most of the good resolutions that have been made are broken, we welcome

the good old month of February, so I am taking the opportunity at this time to jar the memory of the brother or sister who made the resolution that they would help bring in the nons. Stick by this resolution and bring them in at once. I am pleased to inform you that since the last writeup I was successful in landing two applications, and hope to land a few more in the very near future.

I am informed that the officials from Chicago are now on the division cutting down the help, and abolishing positions wherever they see fit, but spending twice as much money on propaganda which they are putting out in the newspapers about how they are unable to reduce freight rates on account of the high cost of labor.

I suppose by this time the easy-going public has forgotten how all railroad labor suffered a 12 per cent reduction in wages, but did the railroad companies pass this benefit on to the public, and help reduce the cost of living? I should say not, for this is not the way that big corporations do business. but maybe some day the sleeping public will wake up, and when they do you will hear a terrible holler.

It is time that some of us wake up, also, and when election comes around we should all go to the polls and vote for the man who is a friend of labor, and not be influenced by some hand shaking office seeker.

The time for paying dues will soon be up. Let us all be in line by February 28th and keep up to date, so when the crisis comes we will be prepared for it, and it is sure to come. The newspapers cannot print anything else but news pertaining to the reduction of wages, and what hurts the most is that a good many of our small town merchants are in hearty accord with big business in trying to bring down our wages.

I have been figuring up the payroll for the Iroquois office, including all station and section help, and it figures very near \$1000 per month. Now most of this money is spent right here in Iroquois, and still we have some merchants who express the feeling that they are glad to see our wages put down, limiting our buying power, and cutting themselves off from that much revenue, but they don't seem to see until someone tells them about it. They have been reading the lying press until they are immune to all reason. Well, if they do not want our business, S. & R. does. Now the duty of every union man is to go out in his home town and make the people that he is doing business with every day see their folly in taking such an attitude towards us.

I have had several complaints from some of the brothers on the division regarding holidays, and wish to advise that I have taken this matter up with our general chairman, and he advises me that while we have nothing in our rules taking care of this mat-

ter, when a legal holiday falls on Sunday the following day is observed throughout the country, and in the near future we will have a ruling taking care of this. Although the assigning of hours on such holidays as Christmas and New Year's this year took away quite a little revenue from some of us, still as it is the custom of the postmasters, bankers and schools and other important industries, our general chairman advises there is nothing that we can do to prohibit it.

I am in possession of a new seniority list which was printed in November, 1921. I wrote Mr. Boyington, asking him to print me off about 200 copies, that I might be able to send to each and every member, but he advises me that they are getting out a book form of seniority covering all divisions of the C. & N. W., and when completed will mail each member a copy. This is done in order to save expense.

I have only one list, and cannot spare that, so if any brother wishes to know how he stands in seniority, please drop me a line, and I will at once advise him.

Remember our slogan, brothers, "No card, no favors." Fraternally submitted,

H. G. BROWN, L. C., Cert. 1009.

Texas & Pacific Ry., Div. 88.

Rio Grande Division—

Those who contributed to the Division Flower Fund should be pleased to learn that the time came when we were in need of such funds. On the 7th of January the infant son of Bro. and Mrs. W. Homer Robinson of Colorado, Texas, was taken ill and passed away. I did not learn of the death until I came on duty. However, with the assistance of Bro. Cartwright, at Abilene, we succeeded in preparing a floral offering for the deceased, which arrived at its destination in due time for the funeral services.

Bro. Robinson is an old-time member of the Order. However, for the past five years he has been serving in the official capacity as train dispatcher.

FLOWER FUND.

On hand Dec. 31st, 1921.....\$7.50
To flowers purchased Jan. 8th..... 7.50

January 15th, to balance.....\$0.00
Fraternally, J. B. JARRELL, L. C.

Eastern Division—

Now that the new year is here at last, and the divisions changed up as they have been, let's turn over a new leaf and get a clean start for 1922. Every member should put forth every effort possible to make the new year a prosperous one for our organization by securing a new member and becoming more interested in our organization. This can be done by attending the meetings held at various points along the line by your

committee. The Order of Railroad Telegraphers is your organization and one that is interested in your welfare, one that is trying hard to succeed in accomplishing that which we need in better working conditions and a wage that we are entitled to. But to do these things your committee must have the support of every member. You should interest yourself to this extent and assist your committee every way possible.

The submission of our present working schedule was made to the U. S. R. R. Labor Board the 2d of December. We disagreed on the following points to the board: First, the preamble which the management proposed. Second, Article 1 in its entirety, the management contending for the present rule with the exception that they eliminated the following agents' positions: Made Eastland a star station, left Ranger entirely out of the agreement, which was not a star station. Left Longview and Sweetwater out of the agreement entirely, which was formerly a star station. In the submission we presented a rule asking that we represent all agents and managers in addition to the present scope of the rules left out, all star stations, etc. Third, Article 5, hours of service, overtime rate. Fourth, Article 23, management's proposal, teaching telegraphy. Fifth, Article 26, on the entering of employes in service, etc., and the proper classification of rules which we now have. Sixth, standard watches. Six rules appealed.

Of course no agreement could be reached on the wage scale, on the scope thereof, nor wages until the matter of rules are settled. It will probably be some time before we have a decision from the board, and until same is received we will continue under our present agreement.

Why cannot we get more attendance at our meetings held in Shreveport? The attendance has been good, but there are others that can attend that don't. Every member should come to these meetings that your committee may inform you of their actions. Know what they are doing. It is true your local chairman can go over the division and see each man personally, but this is expense to your division which could be eliminated by coming to the meeting. This organization has had much expense the past year due to negotiations with the management on wages, schedules and working conditions.

There is also a number of claims now in the hands of the general chairman unsettled. Bro. Abney expects to meet the management on these claims the first of January and endeavor to reach a settlement. Unless a settlement is reached they will be appealed to the Labor Board.

The consolidation of the Eastern Division with the Louisiana and Fort Worth Division, eliminating the Eastern Division entirely, probably will necessitate a change in the

local chairmen's districts. You will be notified of this, however, in due time.

The above arrangement will cause train dispatchers to work unusually long divisions, and every telegrapher handling train orders must be on the job at all times. Don't force him to call you two or three times. The dispatcher must have your support in order to move his trains without delay.

A new list of nons and delinquent members will be made after January 1st. Those who have not paid up can do so by writing either W. A. Canafax or the undersigned, and securing the amount necessary to pay you up to date. Applications may be had for the asking.

I wish for each of you a prosperous New Year, and that you will have many more new years. V. C. RAY, Local Chairman.

Chicago Great Western R. R., Div. 96.

Please do not overlook your dues. Time for payment expires February 28th, 1922. Remit your division dues to me and your Mutual Benefit Department dues to Bro. L. J. Ross, Grand Secretary and Treasurer, 15th and Locust streets, St. Louis, Mo. By remitting your dues promptly it saves myself and the Grand Division much unnecessary work and waste of time.

If perchance you know of any non-member, would appreciate if you will advise me his name and address. Let us try to make the C. G. W. System Division 100 per cent. which we can accomplish if each member will take a personal interest and see that the man he is in contact with carries the necessary. Fraternally yours,

GEO. A. ORT, Secretary-Treasurer 96.

Eastern Division—

What has the Order of Railroad Telegraphers accomplished?

For the benefit of those men who have not affiliated themselves with the O. R. T., but have benefited by the efforts put forth by the men who have been supporters of the organization, and through which we have been able to better our conditions in our craft.

Do you realize that through the efforts of the members of the Order of Railroad Telegraphers your hours were reduced from 12 hours per day to 9 hours in 1907, after a hard fought fight in Congress to have this act enacted.

Through the efforts and co-operation of the members your salaries have been increased from a minimum of \$35 per calendar month since 1900 to your present rate.

You are relieved from the burden of carrying switch lights and taking care of them "gratis." If compelled to do this work you are being paid for the same.

You are being paid for handling of pumps instead of being compelled to do it for your health.

In cases where the mail has proved burdensome you are being relieved of it.

When you are called after your regular assigned hours you are paid for it instead of having to include it in your \$35 monthly allowance as in the past.

When you miss your meal hour you are paid an hour overtime.

When vacancies exist they are bulletined so that you have an opportunity to better yourself. All these better conditions have cost the railroad companies money and were not granted to the employees voluntarily but were fought against, and only accomplished by the united efforts of the Order and its individual members.

It would appear that there would not be any man working on any railroad who should not have affiliated himself with the Order of Railroad Telegraphers, through which your salaries have been increased, your hours reduced, your working conditions vastly improved.

After summing up all the benefits derived, benefitting the non-member as much as the man who has carried the burden, why, then, do we still have them among us and not doing anything for themselves or others. Regardless of the excuses they make for not joining the O. R. T., I have come to the conclusion that the true reason for not being members is only one, and that is "they do

not wish to pay their dues in the Order," but they realize that they are reaping the benefit without any effort and will continue to do so until they see themselves in the light as others see them.

GEO. A. OTT, Cert. 57.

Rutland R. R., Div. 157.

Your committee which met the management in conference concerning proposed reduction of rates, declined to accept the proposition of the company to reduce wages to the basis existing prior to May, 1920, and asked for restoration of the rates that were in effect prior to July 1, 1921.

We pointed out that our wages compared unfavorably with those paid employees in other branches, because of greater skill and more responsibility required of those engaged in station, tower and telegraph service. We also called attention to the fact that wages paid on other roads for same class of service showed necessity of raise for employees in station, tower and telegraph service on Rutland Railroad.

The representatives of the company refused to agree to our request for restoration of rates that were in effect prior to July 1st and will probably make an ex-parte submission to the board, which plan we shall also, in all probability, follow.

H. R. CLARK, G. C.

THE GREAT CHANGE

When they shipped me home from Brest
With some shrapnel in my chest
And a bayonet a-biting at my leg.

I was feted, I was dined,
I was motor-car'd and wined
And they said, "Here's looking at you, good old egg."

But it ain't the same today,
As I pass, I hear them say,
"There goes the dirty traitor, damn his soul."
You see I'm striking now,
'Cause I'm holding up the profits on their coal.

It sure is very strange
When you figure out the change
Since the time when I came back from over sea.
I'd a feeling all along
There was something mighty wrong.
But, by God, I never dreamt that it was me.
—Ex-Sergeant M. C., U. S. A., in Good Morning.

MUTUAL BENEFIT DEPARTMENT

Assessment No. 149 was due Jan. 1, 1922. Time for payment expires February 28, 1922. All remittances for Assessment No. 149 must be accompanied by the assessment slip signed in ink.

AMOUNT OF ASSESSMENTS.

On \$ 300.00 (Series A).....	\$2.40 per year
On 500.00 (Series B).....	3.60 per year
On 1,000.00 (Series C).....	7.20 per year

BENEFITS PAID, JANUARY, 1922.

Claim No.	Name	Cause	Div.	Cert.	Series	Amount
3665	Ella M. Ford.....	Ascites with General Peritonitis	37	1709	C	\$ 1,000.00
3682	John W. Prentice.....	Paralysis	119	125	B	500.00
3685	Newman M. Haber.....	Pulmonary Tuberculosis	42	1448½	C	1,000.00
3686	Gus Graham.....	Paresis	36	1856	C	1,000.00
3688	Jessie Guy Lowe.....	Suicide	27	47	B	500.00
3690	Mack Mill Suter.....	Carcinoma of Stomach	17	1522	B	500.00
3691	Robert L. Caldwell.....	Cerebral Arterio Sclerosis	23	581	C	1,000.00
3692	James M. Richford.....	Mitral Regurgitation	53	919	C	1,000.00
3693	Samuel B. Swiningson.....	Valvular Heart Disease	4	246	B	500.00
3694	Arthur W. Wassom.....	Endocarditis	7	5171	C	1,000.00
3697	Winston Garland.....	Hodgkins Disease	25	449	C	1,000.00
3698	Thomas E. Flynn.....	Appendicicial Abscess	32	1126	A	300.00
3700	Frank W. Doyle.....	Chronic Brights Disease	98	165	A	300.00
3702	Herman J. Wolf.....	Broken Compulsion Heart	31	2844	B	500.00
3703	John B. Coleman.....	Asthma	20	46	C	1,000.00
3704	William E. Slack.....	Killed by Train Accident	10	1156	B	500.00
3705	Vern H. Griffith.....	Cancer of Large Bowel	119	1272	C	1,000.00
3706	Denna A. Ramsey.....	Pulmonary Tuberculosis	3	978	C	1,000.00
3707	George A. Hamilton.....	Cerebral Hemorrhage	41	221	A	300.00
3708	Hazel Hammond Cauthen.....	Accidental Drowning	59	2093	C	1,000.00
3709	Amos B. Hill.....	Apoplexy	24	32	C	1,000.00
3710	Clarence E. Brenneman.....	Cerebral Hemorrhage	17	6154	C	1,000.00
3711	Edward T. Conroy.....	Endocarditis Pneumonia	29	36	C	1,000.00
3713	Henry G. Sandbo.....	Pulmonary Tuberculosis	23	967	A	300.00
3714	Jesse B. Wells.....	Acute Myocarditis	31	37	C	1,000.00
3716	Arzo Turner.....	Mastoiditis	41	615	A	300.00
3717	William D. Grant.....	Carcinoma of Stomach	17	134	B	500.00
3718	Coral G. Garner.....	Tubercular Meningitis	96	72	C	1,000.00
3719	Addison G. Chapin.....	Uraemia	53	14	A	300.00
						\$21,300.00

FINANCIAL STATEMENT MORTUARY FUND.

Receipts.

Received on assessments to December 31, 1921.....	\$3,034,884.91
Received on assessments January, 1922	42,971.73
	\$3,077,856.63

Disbursements.

Death claims paid to December 31, 1921.....	\$2,342,898.87
Death claims paid in January, 1922	21,300.00
Assessments refunded account rejected applications.....	5,950.27
Assessments transferred to dues.....	434.53
Balance cash on hand credit Mortuary Fund, January 31, 1922.....	705,773.16
	\$2,077,356.63

LEONARD JACKSON ROSS,
Secretary and Treasurer,
Mutual Benefit Department.

Hamilton Watch

"The Railroad Timekeeper of America"

Is there a better judge of a Watch than a Railroad Man?

LONG years of experience on a job where accurate time is vital, makes the Railroad man an authority on watches.

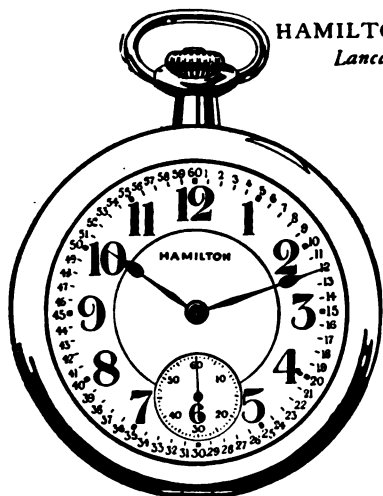
And when he has timed trains accurately with his Hamilton through years of service, its dependability is conclusively proved.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B. & M. He has been with the Boston & Maine 49 years. He runs the Bangor Flyer by a Hamilton Watch.

The Hamilton is built to stand the hard jolts of a Railroad job. When you buy a Hamilton you buy satisfaction. The Railroad man who bought a Hamilton so long ago that he isn't sure whether it was fifteen or twenty years ago, is satisfied. The man who bought a Hamilton recently—a few months or a few years ago, is satisfied; and when you decide to buy a Hamilton, you can bank on the same satisfaction.

Your jeweler sells Hamiltons, and will be glad to show you a No. 992—the 16-size Railroad Timekeeper of America—or any other grade made. And he'll look after it for you, and be a service station for its continuous, accurate performance.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.





Actual photo of one of our rebuilt Underwood Type writers.

\$3
DOWN

Puts It In Your Home Direct From Factory to You

YES, only \$3 brings you this genuine Shipman-Ward Rebuilt Standard Visible Writing Underwood direct from our factory, and then only small monthly payments when you are using it makes it yours. Genuine New Underwood parts wherever the wear comes—thoroughly tested—guaranteed for 5 years.

Standard Underwood Typewriter

Rebuilt like new. Every typewriter is factory rebuilt by typewriter experts. New enamel—new nickeling—new lettering—new platen—new key rings—new parts wherever needed—making it impossible for you to tell it from a brand new Underwood. An up-to-date machine with color ribbon, back spacer, stencil device, automatic ribbon reverse, tabulator, etc. In addition, we furnish **FREE**, waterproof cover and a special Touch Typewriter Instruction Book. You can learn to operate the Underwood in one day.



All shipments made direct to you from our big modern factory (shown above)—the largest typewriter rebuilding plant in the world

Easy Payments

You don't even have to scrimp and save to pay cash. Instead, you pay only a little each month in amounts so conveniently small that you will hardly notice them while all the time you are paying, you will be enjoying the use of and the profits from the machine.

10 Days Free Trial

Remember, you don't even have to buy the machine until you get it and have used it on 10 days' free trial so that you can see for yourself how new it is and how well it writes. You must be satisfied or else the entire transaction will not cost you a single penny.

Typewriter Emporium, 2402 Shipman Bldg., Chicago
SHIPMAN-WARD MFG. CO. Montrose & Ravenswood Aves.

Bargain Offer Coupon

Don't delay! Get this wonderful easy payment bargain offer now, so you can send for and be sure of getting your Underwood at a big saving and on our easy terms.

Act now—today

FREE TRIAL COUPON

Typewriter Emporium
Shipman-Ward Mfg. Co.
2402 Shipman Bldg., Chicago

Send by return mail Easy Payment Bargain Offer No. 2402 of a Standard Visible Writing Underwood. This is not an order and does not obligate me to buy.

Name _____
Street or _____
R. F. D. No. _____
Post Office _____ State _____

VOLUME
XXXIX

MARCH

NUMBER
THREE

HARVARD COLLEGE
MAR 28 1922

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY IN ST. LOUIS, MO.

By

The Order of Railroad Telegraphers

Subscription Price

\$ 1.00 Per Year.

1886

1922



ROY H. JAMES

Entered as second-class matter under Act of August 24, 1912, on January 30, 1913, at the Post Office at St. Louis, Mo.

Acceptance for Mailing at Special rate of Postage provided for in Section 1103, Act of October 3, 1917, authorized October 28, 1918.

Was \$100
Now
\$55

FREE TRIAL

No Money in Advance

No Deposit

No Obligation to Buy

Let us send you the Oliver for Free Trial. The coupon brings our latest model, brand new — not second-hand or rebuilt.

If you agree that it is the finest typewriter, regardless of price, pay for it at the rate of \$4 per month. We ask no payment in advance. You have over a year to pay. And you'll have the Oliver all that time. There is no need to wait until you have the full amount. No need to consider a second-hand or rebuilt machine.

The free trial does not cost you a penny. For, if after trying the Oliver you wish to return it, we even refund the transportation charges.

Our new plan has been a tremendous success. We are selling more Olivers this way than ever before. Over 950,000 Olivers have been sold! Oliver popularity is increasing daily.

World's Greatest Typewriter Value

For \$55 you now obtain the identical Oliver formerly priced at \$100. It is a finer machine than ever—the price alone is changed. And that because you now deal direct with the Oliver Typewriter Company itself, eliminating unnecessary extravagances in distribution. Had we not adopted this new, simplified way of selling, the Oliver would still be priced at \$100, as it was for many years. But now you save the \$45 by being your own salesman and buying direct from the factory through this advertisement. Thousands have saved money this easy way.

Over 950,000 Olivers in Use

This Oliver is a 20-year development. If any typewriter is worth \$100, it is this splendid model. It is the same machine used by great concerns such as United States Steel Corporation, National Cloak & Suit Company, National City Bank of New York, Diamond Match Company, Morris & Company and others of like prominence. And this machine you now get for \$55, payable at the easy rate of \$4 a month.

Mail the Coupon Now

Remember you need not send any money with the coupon. The coupon alone brings you the Oliver for five days free trial in your own home. If you decide to keep the typewriter you can pay for it on terms so easy that you won't miss the money—only \$4 a month. If you need to have further information before ordering, fill in the coupon for our free catalog. Check the coupon for free trial Oliver or the catalog just as you wish. Clip the coupon now and mail at once.

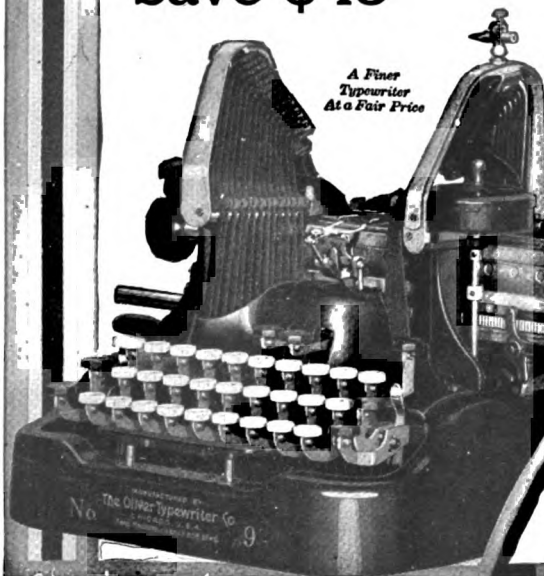
Save \$45

Canadian Price, \$79

The OLIVER
Typewriter Company

1503 Oliver Typewriter Bldg., Chicago, Ill.

*A Finer
Typewriter
At a Fair Price*



THE OLIVER TYPEWRITER COMPANY 1503 Oliver Typewriter Building, Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$55 — \$3 after trial, then at the rate of \$4 per month. The title to remain in you until fully paid for.

My shipping point is.....
This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of 5 days.

☐ Do not send a machine until I order it.
Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy." your de luxe catalog and further information.

Name.....

Street Address.....

City..... State.....

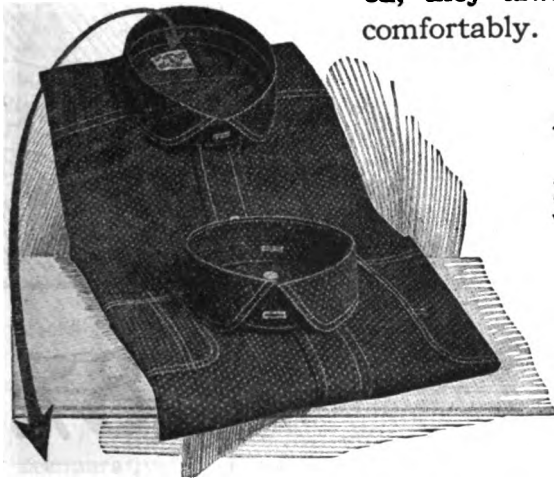
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Look for the **Signal** Trade Mark

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Genuine
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The famous Tub Test fabrics, a guarantee of unusual wear and washability, is found only in shirts bearing the Signal Trade Mark. That is why Signal Shirts last longer and hold their color better. Made in several patterns with two detachable laundered collars or soft collar attached, they always look neat and fit comfortably.



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*Ask your dealer about Signals—
or write us giving your size and
dealer's name.*

Hilker-Weichers Mfg. Co.
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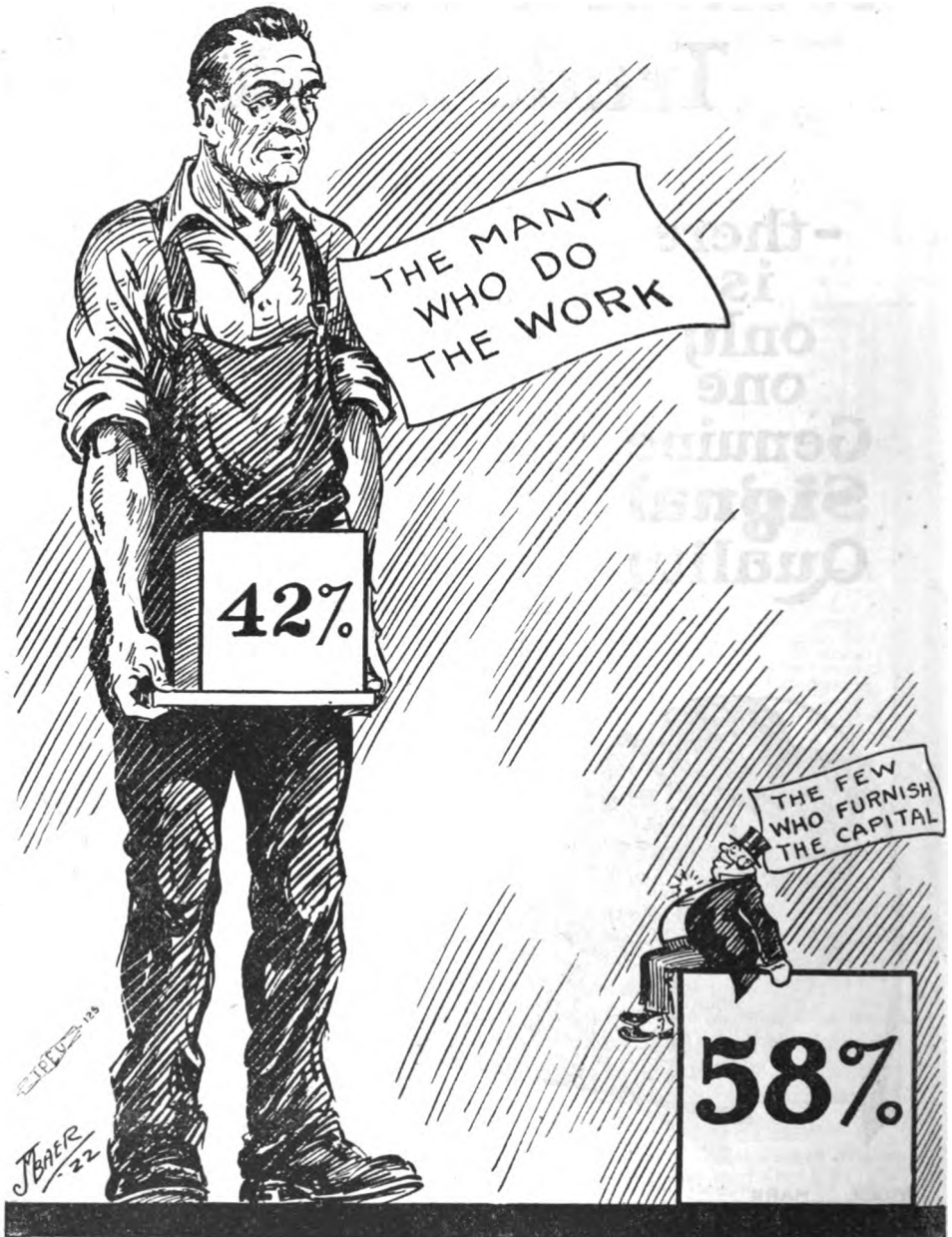


Signal

SHIRTS & OVERALLS

"The Rewards of Industry"

By [Courtesy of the American Federationist



The U. S. Census Bureau figures show that of the value added by manufacture only 42 per cent goes to the millions who do the work, while 58 per cent goes to employers to be divided into profit, interest, taxes and overhead.

THE RAILROAD TELEGRAPHER

E. J. MANION, Editor and Manager.



Vol. XXXIX

MARCH, 1922

No. 3



Normalcy Again

A MEMBER of the public service commission of Missouri declares that we cannot get back to normal until wages of all kinds are cut to the bone.

He particularly objects to the wages of street car employes and those paid girls working for telephone companies, claiming that no relief can be granted riders of street cars and users of telephones because dividends cannot and wages must be cut.

That is a far cry from the doctrine that the people of this land are all one and all must progress—that here the workers were on an equality with others, entitled to and in receipt of a wage that made them free and independent.

As all of those who prate about wages and the necessity for cutting them to the bone, invariably refer to “normal conditions” or “normalcy” in their sweeping denunciations, we are justified in holding that their conception of normalcy is based upon the following understanding of what normalcy is and means:

All the progress made by labor must be set aside in the interest of the comparatively few who own securities.

Labor has committed a crime in securing decent conditions of employment and increased wages and must be punished.

Labor must be set back to slavery and remain therein because ownership and management can only visualize industry as a coiner of ever increasing amounts of dollars for those who perform no service.

There can be, and there is, no other understanding of normalcy possible. That being so, normalcy is the negation of Americanism and a reversal to the conditions our forefathers thought they had destroyed.

Mr. McAdoo Testifies

Below will be found extracts from the testimony of the former Director General, together with some conclusions reached by those who have carefully noted that testimony.

Mr. McAdoo wasted no time in scolding nor whining about the evident and palpable injustice of statements to the effect that the roads "went to wreck and ruin" under Federal control. He got right down to business by calling attention to certain facts based upon reports of men who had served as officials of railroad companies, either as presidents or other high operating officials, as well as sworn testimony of railroad officials, members of the Interstate Commerce Commission and others, fully equipped to testify, which testimony, statements and reports fully substantiate the fact that the management of the roads before the war and before the period of Federal control was both incompetent and inefficient. Here are some of the facts presented:

As stated by Commissioner Aitchison of the Interstate Commerce Commission before the Committee on Interstate Commerce of the Senate, January 2, 1918:

"The conclusion which we all reached was that existing conditions were intolerable and constituted a *menace* to the public safety."

On March 22, 1917, at a hearing before the Interstate Commerce Commission, Mr. Sam Rea, president of the Pennsylvania System, said:

"We realize that the conditions of the railroads today presents a menace to the country."

Commissioner McChord, of the Interstate Commerce Commission, in a special report filed in 1917 in which he fully concurred with the statement of the majority report that—

"The efficiency of our transportation system could only be secured through unification of operation during the period of war."

In examining Commissioners Hall, McChord and Aitchison before the Interstate Commerce Commission of the Senate in 1917, the following colloquies occurred:

Senator Cummins: "You have suggested—and it is quite obvious—that a railway manager must feel some sense of obligation to his stockholders and bondholders, and therefore cannot be expected to voluntarily deprive his company of traffic or revenues, even though the movement of the traffic could not be promptly secured, and it is to eliminate that natural inevitable selfishness, and I am not speaking of it in a disparaging way—that you believe there ought to be Government operation, so that each of these roads can be used for the public good entirely, regardless of individual interest?"

Senator Cummins to Commissioner McChord:

"And as you have just stated, it is too much to expect of human nature that the manager of a particular road could, very impartially at least, determine between the needs of the public and the profit of his own company?"

Commissioner McChord:

"That is true."

At that same hearing Commissioner Aitchison said:

"Without in the slightest degree criticising the work which was being done by the executives who constituted the special committee of the Railway Association, it did seem to me, that, owing to the inherent obstacles, their resolutions were not being translated into action. I did not see how they could well be, as long as human nature continues as it is.

"The basic difficulty which occurred to me when I joined in the report was, as it has been expressed by Mr. Commissioner Clark and Mr. Commissioner McChord, that the operating and traffic men, through long years of experience and training, have gotten to look after their individual roads first.

"And again, I have thought that possibly the resolutions of the Railway War Board were taken as recommendations by the roads, somewhat in a Pickwickian sense and were not being enforced as orders would be."

The conditions surrounding railroads were so grave in the fall of 1916 that the Interstate Commerce Commission made an investigation and rendered a formal decision, January 18, 1917, in which, among other things, it said:

"The present conditions of car distribution throughout the United States have no parallel in our history. In some territories the railroads have furnished but a small part of the cars necessary for the transportation of staple articles of commerce, such as coal, grain, lumber, fruits and vegetables. In consequence, mills have shut down, prices have advanced, perishable articles of great value have been destroyed and hundreds of carloads of food products have been delayed in reaching their natural markets. In other territories there have been so many cars on the lines of the carriers and in their terminals that transportation service has been thrown into unprecedented confusion, long delays in transit have been the rule rather than the exception and the operation of established industrial activities has been made uncertain and difficult. These conditions have made necessary a far-reaching investigation by the Commission and now urgently demand prompt, decisive action. * * * Urgent as is the need of relief for these conditions the respondents, with but few exceptions, have failed to afford such relief. They have assured the Commission that they would put a stop to the diversion and misuse of foreign open-top cars and refrigerator cars, and would return those cars to their owners without delay, but since that assurance was given, hundreds of instances of diversion and misuse have been called to our attention by owning lines and by our inspectors. While there has been some response on the part of some carriers to the Commission's effort to restore cars suitable for the transportation of coal and perishable products to their proper channels, it is apparent that there is still a general misuse of such equipment."

As long ago as 1910, in testimony given before the Interstate Commerce Commission, the railway officials acknowledged that their roads were not being maintained and improved in accordance with public expectation and the traffic needs of the country. Mr. W. C. Brown, then president of the New York Central and several other lines, speaking for the railroads, told the Interstate Commerce Commission that in addition to improvements then contemplated:

"Various companies are confronted with demands involving further capital expenditures which ought to be made if the companies are to maintain their present standard of efficiency and to contribute as they should to the development of the territory which they serve." (Advance Rate Cases, 1910, pp. 2428-30.)

Mr. Brown went on to state that the kind of necessary improvements which were not being carried out were elimination of grade crossings, construction of new stations and terminal facilities, double tracking, etc., for the avoidance of congestion and the better handling of traffic.

President E. P. Ripley, of the Atchison, Topeka & Santa Fe, discussing the need of the railways for rehabilitation and improvement at the hearings of the Interstate Commerce Commission in the Advance Rate Cases of 1910, declared (I. C. C., I. & S. 3, Vol. 11, p. 84):

"There is no railroad in this western country, I will not say that, there

is hardly any railroad in this country today that is built as it ought to be built, that has the safety appliances that it ought to have or that is in the conditions that the public interests require. I think all of my railroad friends will bear me out in making that statement. Of course, we do not like to depreciate our own property, but the best railroads in this country west of the Allegheny Mountains are very, very far short of what they ought to be to give the service that the public requires and has the right to demand, or would have the right to demand if they paid for it."

It is a significant commentary upon the pre-war efficiency of railroad equipment that (as shown by Table 11 of the Interstate Commerce Commission Report for the year ending December 31, 1920, p. 99) from June 30, 1914, to December 31, 1916, the number of locomotives in the service of the railroads decreased from 67,012 to 65,595; and on December 31, 1917, there were only 66,070 locomotives in service. In other words, when the railroads were taken over by the Government on January 1, 1918, there were 942 less locomotives in the service than in June 30, 1914, three and a half years previous, while the average tractive power of locomotives had increased only from 31,006 to 33,932 pounds.

If the Pennsylvania System, which advertises as "The Standard Railroad of America," had at the beginning of Federal control in 1918 only "practically the same plant" as in 1915; with "a great many freight cars in need of general repairs" and "kept in service by patching," "far behind in improvements, extensions and additions to facilities and equipment," and "urgently in need of terminal facilities" and "additional tracks" and a "considerably increased number of locomotives, passenger cars and freight cars," with facilities "obsolete and inadequate," what can be said for the condition of the lesser railroad systems, "whose needs," said Mr. Rea, in November, 1917, in comparison with those of the Pennsylvania, "are even more imperative?"

INEVITABLE CONCLUSIONS.

The testimony and statements above noted set forth the fact that the managements of the roads admitted their inefficiency, and that the testimony given and statements made is one long wall of hopeless inability to get anywhere unless and until some fairy godmother, preferably the Government or some Governmental agency, came to their aid. Always have railroad executives assumed the habit, dress and whine of the pauper seeking alms. Always are they just on the brink of bankruptcy and going to smash, unless some good angel saves them.

With receipts of millions running over many years, receipts away beyond their expenses, those managements have only done enough in the way of repairs and extensions to keep the roads up to the necessities of a traffic that existed in years past. Always are they behind the times in improvements and extensions and as always are they unable to handle the commerce of prosperous years. They admit those facts, whine about their inability and lack of power to expand and then claim infallibility as managers.

Because they must, to use their own words, pay interest upon interest, charge upon charge, they cannot pay labor a living or a decent wage. No loss must be suffered by those who through financial thimble-rigging secured two shares of stock for one. No loss must be suffered by those who received enormous dividends on stock, the money to pay such dividends having come out of the operation of the roads and which should have been used for extensions and betterments, the payment of decent wages and the proper maintenance of the roads. The thing done was not to pay a reasonable dividend upon stocks and put the surplus back into the road, as wisdom, honor, decency and fair dealing would require, but to pay excessive dividends and then issue bonds for the purpose of securing money with which to make lagging and meager improvements. Those buying the bonds bought them

with the money they received in excessive and unreasonable dividends and the bonds became another charge upon which interest must again be paid. All this at the expense of the efficiency of the roads and to the detriment of the public they are supposed to serve, and no man can tell where the piling of debt upon debt, charge upon charge is to end. It goes on today as yesterday with never a genuine attempt to stop it and the only possible outcome is bankruptcy and the receiver.

The bankruptcy of the roads is inevitable so long as those practices exist, and it makes but little difference, in that respect, whether wages are high or low, the end will be the same.

Unadulterated Gall: Asking employes of a corporation to go out and get more business while trying to cut wages of those same employes.

Loyalty: To mean anything must be mutual.

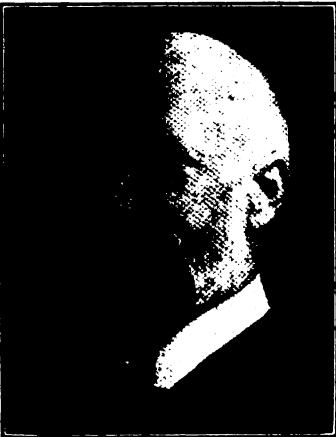
Working Wonders: Yanking prosperity around a corner with a bill board.

What availeth it a corporation if it buy propaganda that will not last?

Facilis Avernus descensus—meaning, easy is the descent to hell. A motto for all who start out bearing false witness against their neighbor. Look at 61 Broadway. It started out biting everybody but the railroad executives, and ends up by biting them.

The revised rules provided by the Railroad Labor Board appear in their entirety, beginning on page 207 of this issue.

WEBB C. BALL



In the death of Webb C. Ball, at Cleveland, Ohio, railroad men throughout this country and Canada suffered a distinct loss.

Mr. Ball was General Time Inspector on a large number of railroads in the United States and Canada, and active head of the Official Bureau of Railroad Time Service.

During the past twenty-five years Mr. Ball has had an extensive acquaintance among railroad officials and employes all over the continent, in traveling regularly over 150,000 miles of railway.

His death occurred on March eighth, following a brief attack of influenza.

So greatly was Mr. Ball esteemed by the members and officials of The Order of Railroad Telegraphers that, upon being informed of his death, the following telegram was sent to his widow:

"We have heard, with deep feelings of regret, of the death of your husband, and offer you our most sincere sympathy in your great loss. To have enjoyed the friendship of your husband we hold one of the greatest privileges of our lives.

"E. J. MANION, President,

L. J. ROSS, Grand Secretary and Treasurer,

The Order of Railroad Telegraphers."

Read and Act—Now

The response to our request that members send in the names and addresses of officers or individual members active in connection with Granges, Farmers' Unions and all other organizations of farmers in your city, town or neighborhood, was immediate and gratifying, and this office desires to thank those who have so readily complied with that request.

We again ask that all those who have not sent in a list of such names and addresses do so at once. Do not get the idea that the other fellow is the one we are asking to do the work of securing and sending in the names. You are the one we are asking.

We pointed out last month that those who abuse and misrepresent you have enjoyed a monopoly in sending out to farmers and others statements and propaganda tending to and meant to deceive those receiving same, and called your attention to the fact that if we wanted to overcome that monopoly and propaganda of deceit, we must be in position to send out facts truthfully and accurately presented.

The associated railroad organizations are in a position to send out the facts truthfully and accurately presented, but need names and addresses of those to whom to send it, and it is up to you to send in all the names you can.

Therefore, we urge all those who have not sent in any names and addresses, to promptly send in to this office—addressing your communication to E. J. Manion, president, O. R. T., Missouri State Life Building, St. Louis, Mo.—the names and addresses of officers and active individual members of farmers' societies in your city, town or neighborhood.

Do this and do it right now. It is in your interest and will aid you and us to overcome the poisonous propaganda with which the country has been flooded.

President Presents Facts

The Committee on Interstate Commerce of the Senate has been investigating, among other things, the reasons which led to the extraordinary increase in cost of maintenance and operation, from March first, 1920, to September first, of that year. The railroad executives had their hearing last year and took advantage of that opportunity to vilify the Railroad Administration of war times and also those working on railroads.

President Manion prepared a statement for presentation to the committee which, owing to other engagements requiring his presence elsewhere, he was unable to present in person. The statement was filed on Wednesday, January 20th, by Vice-President J. J. Dermody for and in behalf of President Manion.

Chairman Senator Cummins, of the committee, stated that the charts produced showed there was no inefficiency of labor and that they also showed the actual conditions relative to the aggregate compensation and individual increases, something they had had trouble in developing.

President E. J. Manion, of our organization, has certainly proved conclusively and beyond any peradventure of a doubt that the members of The Order of Railroad Telegraphers have very creditably performed their every duty in a high degree, and that notwithstanding the increased efficiency as will presently be indicated, they have done so at a very small cost, comparatively, to the transportation industry.

Very wisely, it may be said, our Chief Executive confined his testimony to the labor question, and spoke only for our class of service, leaving testimony on behalf of the other classes to the chief executives of the other organizations, or, in other words, did not deal with the question in a general way, but specialized on the subject only in so far as we were concerned.

Contrary to the general run of testimony introduced by the railroad executives, there was no attempt on the part of our Chief Executive to vilify the United States Railroad Administration, but to bring out the accumulated results of several years of study he has made for the information of the Senate Committee. The railroads had testified, both directly and indirectly, that had it not been for Government control there would NOT have been substantial increases in wages, and that the increases granted during Federal control were largely in excess of an amount which conditions warranted, and they stated that "these excessive rates were a heritage from Federal control" when the roads were again returned to private operation. They lost sight of the fact that immediately prior to Federal control on twenty-two railroads the twenty-six-day month had been inaugurated, and that there were pending on practically every railroad, requests for increased wages, to meet the increased cost of living, and to equalize pre-war inadequacies. This, a heritage from private operation, passed on to the United States Railroad Administration, was not brought out in the testimony of the railroads (but it was brought out by President Manion), as the cause for the first increases under Federal control. It seems clear that the so-called "heritage" ended in an even break.

Some of the more important facts which were expounded in our behalf were an answer to the statements by the railroad that approximately 20 per cent of our employes had their wages standardized by being brought up to the minimum rate established by the United States Railroad Administration. Voluminous statistics

showing a study on 128 Class I railroads, compiled from actual schedule agreements in effect during the time under discussion, showed the number of positions on this number of railroads under each rate of pay in effect, and the actual figures disputed the railroads' testimony by showing they had overestimated the standardization by approximately 100 per cent, as less than 11 per cent had their wages standardized by going to the 48c rate.

On the question of "excess rates," a graphic chart was filed, substantiated by figures from actual schedule agreements, showing that under Supplement No. 13 to General Order No. 27, 54½ per cent of our total number of employes received less than 55c an hour—80 per cent received less than 60c an hour—97.6 per cent received less than 72 per hour. These figures gave the railroad the benefit of every doubt, as this amount included 2c in lieu of vacations, and if this amount were deducted would reduce the figures accordingly.

In answer to their high percentage figures, it was pointed out that the operation of inexorable economic laws demanded increases in wages, and that our low and inadequate basing rate would develop a high percentage increase, although the wage paid in the final analysis was necessary to maintain even a mere subsistence standard of living.

Claim was made by the railroads that the eight-hour day greatly increased their operating expenses. President Manion was well equipped to combat this charge, having in his possession the actual reports of the Interstate Commerce Commission, showing the hours of service of employes represented by this organization, and these figures are so interesting that it is well that our entire membership should know the record they have made, and I am briefly commenting on the accumulated results, as a matter of information:

In 1917, the total hours of service were 256,634,716. In 1918, this was decreased 2,989,810 hours. In 1919 the decrease over 1917 was 27,375,657. In 1920, 22,478,574 less hours were worked than in 1917.

Our Chief Executive, presupposing that the railroads would qualify their statements by saying that a less amount of business was handled, proceeded to show also by actual figures of the Interstate Commerce Commission (and which the railroads had used themselves, showing an increase in business), that a larger amount of business was handled by our employes, working a less number of aggregate hours, which indicated one of two things: (a) Greatly increased efficiency of employes, or, (b) inefficient management, which required a greater number of hours of service incident to the transportation of a smaller amount of tonnage, in previous years. He stated it was his honest conclusion that the extension of the eight-hour day to all employes whom he represented had resulted in increased efficiency, as reflected in the statistics which he filed.

He further testified, after filing an exhibit showing a comparison of increased employes in telegraph, tower and station service, as compared with all other railroad employes, showing that we had increased in the number of employes but 4.2 per cent over 1917, while all other railroad employes had increased 17.9 per cent—that an extension of the eight-hour day to the balance of employes in one class of service who had not previously enjoyed such hours as the standard measure of a day's work, had imposed no hardship on the railroads, as evidenced by the small percentage increase of employes, and the inference naturally followed that with such a small percentage increase in employes, the eight-hour day did not increase their payrolls or operating costs by additional employes having to be hired, or overtime worked by those already on the payrolls, as evidenced by the decreased number of hours of service.

The question of compensation was then taken up, and comparable with all other railroad employes, it was shown that the total wages paid to our class was but

103.7 per cent over 1917, while for all other railroad employes the increase was 112.9 per cent. This, however, did not represent actual earnings, nor was it intended to show such information, for the reason that different numbers of employes were in service during the years, but a subsequent exhibit was filed showing that the average earnings for all employes in our class of service had only increased 95.62 per cent over 1917.

It seemed desirable to point out to the Senate Investigating Committee the average number of hours worked per day for the various years under discussion, and an exhibit filed showed that in 1917, on the 30-day basis, the average number of hours per employe worked was 9.03; in 1918, 8.09; in 1919 and 1920 this had been reduced to 8.01 per day, showing that our hours of service had been reduced 12.4 per cent.

The railroads furnished eight or nine pages of examples, with the purpose of showing the "exorbitant percentage increases in wages" which accrued to us, but our Chief Executive, in blanket form, stated each and every example was worthless, comparatively, because the railroads had assumed a decrease in hours as an increase in compensation, and stated that on the same basis, by working a less number of hours as he had shown, our salaries had been reduced \$14,206,458.77, and to fully outline his contention, the following example, being the first one shown by the railroads, was reproduced showing how the railroads had computed the increases, and how he had computed the increases, and left it to the Senate Committee to draw its own conclusion, on the soundness of the basis of mathematical computation with never a doubt as to the outcome.

EXAMPLE No. 1. Prior to January 1st, 1918, 6 employes—A, B, C, D, E and F—were each paid \$75.00 per month, or \$900.00 per year, their assignments being as follows:

RAILROADS' METHOD OF COMPUTATION.

	"A"	"B"	"C"	"D"	"E"	"F"
Days worked.....	365	313	365	313	365	313
Hours per day.....	12	12	10	10	8	8
Total hours of assignment.....	4380	3750	3650	3130	2920	2504
Rate per hour.....	20.55	23.96	24.66	28.75	30.82	35.94
But each drew, per month.....	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
Under Supplement 13 (hourly).....	51.75c	51.75c	51.75c	51.75c	51.75c	51.75c
Old hourly rate.....	20.55c	23.96c	24.66c	28.75c	30.82c	35.94c
Apparent increase per hour.....	31.20c	27.79c	27.09c	28.00c	20.93c	15.81c
Apparent percentage increase.....	151.82%	115.98%	109.87%	80.00%	67.91%	43.99%

CORRECT METHOD OF COMPUTATION (O. R. T.)

	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
Old rate, per month.....	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
New monthly rate.....	105.57	105.57	105.57	105.57	105.57	105.57
Actual monthly increase.....	\$30.57	\$30.57	\$30.57	\$30.57	\$30.57	\$30.57
Actual percentage increase.....	40.8%	40.8%	40.8%	40.8%	40.8%	40.8%

He further testified that such hours as quoted in the railroads' example were rare exceptions and that after the eight-hour day was instituted where such assignments had previously been worked, that one of three things happened to correct assignments: "Additional force was put on, hours of service rearranged, or the call provision of schedule agreements taken advantage of."

In past years long hours had been worked unnecessarily and it usually developed that a rearrangement of hours could be effected and no overtime accrued.

Many other interesting exhibits and important points were brought out, but lack of space prohibits the reproduction or even abbreviated comment upon his interesting and enlightening testimony.

Most important among the facts, however, was that based on actual figures of the Interstate Commerce Commission, payments for punitive overtime for all employes of Class I railroads in the United States under our schedule agreement cost \$2,487,781 per year, which amounted to only \$31.79 per man, and that each man worked 368 overtime hours per year, at pro-rata rate, which was equivalent to 46 days a year for which no punitive overtime was paid. This, interpreted, means that approxi-

mately 78 per cent of our men worked seven days a week at the pro-rata rate. His testimony showed that the total assignment was as follows, for all employes in our class of service on "Class I" railroads in the United States:

	Per Annum	
Total hours regularly assigned.....	2,448	83.55 per cent
Total pro-rata hours worked.....	368	12.56 per cent
Total punitive hours worked.....	114	3.89 per cent
Total hours of service per man.....	2,930	100. per cent

Had the same number of hours been worked in 1920 as were worked in 1917 (and we have every reason to believe they would have but for the punitive or penalty rate for time worked outside of regularly assigned hours) it would have cost the railroad \$14,206,458 for such time at the pro-rata rate. The payments for punitive overtime cost the railroads but \$2,487,781, therefore a saving has been effected by our increased efficiency, and the extension of punitive rate to cover all classes, of \$11,718,677.

In conclusion, a chart was filed showing our relation to the entire railroad situation, and I do not hesitate to say that I believe our class of service has made the best record of any branch of the railroad service, both in increased efficiency and to reduction of our percentage to total payroll expenditures. Our enviable record should and must be considered in future wage negotiations, as it is a very determining factor in total payroll expenditures; it is recognized that there should be some reward to employes who assist in showing greater net returns to the railroad corporations. Our decreased number of hours of service in the face of an increased amount of tonnage handled; the very small amount of punitive overtime we received and the large number of hours overtime we work at the pro-rata rate are subjects which should be considered. Our proportion of total payroll expenditures has decreased since 1917 and our proportion to all railroad employes has also decreased. When the wage subject again comes before the United States Railroad Labor Board we will be able to go before that board with clean hands as usual, and with a record second to none.

C. DE MONTREVILLE.

How about sending that dollar and a half to your local or general chairman for a subscription to *Labor*.

After you have read *Labor* you *know* what's been going on during the week. After reading the daily press you *don't* know. You can only guess. Read *Labor*.

Subscribe for *Labor* and get in line with the rest of the wise ones.

Russian Relief

Since the last report of receipts at this office of funds for relief of starving Russians, the following amounts were received from those named:

Previously acknowledged	\$ 81.58
V. E. Spurgeon	5.00
Ole Paulson	5.00
Collection received through F. E. Kuckuck.....	31.65

Total\$123.23

'Twas a Hard Year—For Some

The gross income of the American Telephone and Telegraph Company for 1921 was \$110,742,772, or \$6,795,784 more than in 1920, and thereby hangs a tale.

The American Telephone and Telegraph Company is the holding company that owns all the Bell companies and is the rake used to gather in the profits made by those Bell companies.

During the year 1920 Public Service Commissions and Boards have granted increased rates to Bell companies in many states, yet all those bodies are well acquainted with all the facts concerning the rake-off of the American Telephone and Telegraph Company.

Each and every one of those public service commissions and boards knows that early in 1921 the A. T. and T. Co. increased its output of stock, increased its dividend rate from \$8 to \$9 per share and also added to surplus something around \$7,000,000.

Knowing all those facts and knowing further, that the name "Bell Telephone Company" is a legal fiction and only used for the purpose of allowing the real owners, the A. T. and T. Co., to hide profits and overcharge consumers—those alleged to be protecting the interests of the public have deliberately allowed the telephone monopoly to make ever increasing profits from users of 'phones, who, during 1920, suffered loss of wages, income and profits.

The actions of all those commissions or boards, in respect to granting increases to owners of the public service and necessity—the telephone system—is a tacit admission on their part that they are in office not to render a public service, but to favor a private graft. Also do such actions tend to show how far from American principles we have gotten.

It has been our proud boast that this country was a land in which all were equal before the law; that none could enjoy a right to tax the rest of the people for his or their benefit; that we had no aristocracy which by law was entitled to service and grants from or by government, to the exclusion of other classes.

What a farce and a mockery is now made of those principles by every commission, board or agency created to (ostensibly) protect the people against the impositions of monopolists and profiteers! Every one of those commissions, boards or agencies take the position that because certain people are owners of a public service or necessity, which ownership was granted them through a franchise, such certain people are at once removed from out and among all the rest of us, and must be favored at the expense of all the other people of the land.

During a year in which millions lost jobs, were without work, ate up their savings and now are utterly without funds—a year during which farmers became ever poorer and business and professional men suffered loss and were forced into bankruptcy by the tens of thousands; a year in which the owners of A. T. and T. stock, among others, were demanding that wages be lowered and hours of work lengthened; a year during which the prices of farm products were cut to the bone and many farmers forced to become homeless wanderers—owners of A. T. and T. stock waxed fat amid an ever increasing (for them) prosperity, and were protected in that increasing fatness by each and every public service commission, board or agency.

Such conditions—betrayal of Americanism and the spoliation of the many by the few—will continue to exist and grow ever worse, just so long as a public service is farmed out to a few.

Such conditions will continue to exist and must become ever more galling in effects, so long as a public service is used as a private graft.

In connection with the foregoing, read this news item bearing date of March 2, 1922:

"The annual statement of the Southwestern Bell Telephone Co. for 1921 shows a net income, after taxes and interest, of \$4,993,742, or about 8 per cent on the \$60,000,000 common stock outstanding. This is an increase over 1920 of \$942,946.

"The property of the company extends throughout Missouri, Kansas, Arkansas, Oklahoma and Texas. The common stock of the company is held by the American Telephone and Telegraph Co."

It surely was a "Hard Year"—for some.

CHANGES IN DIRECTORY.

Boston, Mass., Division, formerly numbered 156, will hereafter be numbered Division 89.

The Chicago O. R. T. Club meets third Tuesday of each month at 8 p. m. Place of meeting, Banquet Hall, mezzanine floor, Atlantic Hotel, Clark street, between Jackson and Van Buren.

The officers of the Tri-City O. R. T. Club are: C. G. Davis, Box 663, Davenport, Iowa, president; J. C. Hooper, care of Y. M. C. A., Fourth and Harrison streets, Davenport, Iowa, secretary-treasurer. Meeting place, Harper House, Rock Island, Ill., on third Saturday of each month.

WILLIAM J. MORRIS

Brother William John Morris having been called by the Creator of all life to The Great Beyond, it is our sad duty to indite a last memorial.

Brother Morris was elected General Secretary and Treasurer of K. C., M. & O. System Division No. 163 in February, 1921, and served faithfully and efficiently in that capacity up to the time of his death.

He was elected and served as a delegate to a number of our Biennial Sessions, having represented his division as such at our last convention in Savannah, Ga., where he met many old friends and made many new ones.

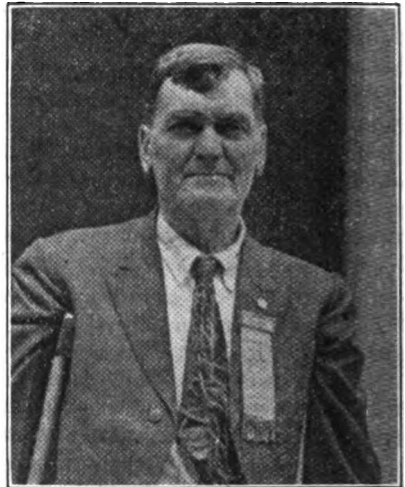
Brother Morris was born in Brazil, Ind., November 3rd, 1866, and before he was of age he qualified for a telegrapher and served in that capacity the remainder of his life.

He was among the first to affiliate with the Order of Railroad Telegraphers, after its organization in 1886, and steadily remained an ardent supporter of that organization to the time of his death, February 2nd, 1922.

The funeral services were held at the family residence, 421 North Grady Street, Altus, Okla., Monday, February 6th, and were conducted by the Odd Fellows lodge, assisted by the Elks, Knights of Pythias and the Order of Railroad Telegraphers, in all of which he was a beloved and valued member.

A profusion of beautiful floral tributes bore silent tribute to the honor in which he was held by all who knew him.

Our deepest sympathy is extended the bereaved widow and daughter of our beloved officer and brother.



Let There Be Light

When any wrong statement is made, whether in public, or in society, or in books, and well received—or, at any rate, not refuted—that is no reason why you should despair or think that there the matter will rest. You should comfort yourself with the reflection that the question will be afterwards gradually subjected to examination; light will be thrown upon it; it will be thought over, considered, discussed, and generally in the end the correct view will be reached. So that, after a time—the length of which will depend upon the difficulty of the subject—everyone will come to understand that which a clear head saw at once.

So said Schopenhauer many years ago, and what he said then generally can in this day be said particularly of the railroad propaganda, so widely spread and so generally accepted a few months since.

Since Walker D. Hines and William G. McAadoo gave testimony before the committee on Interstate Commerce of the Senate, the railroad propaganda makers have been strictly up against it. Where, a year ago, they were indulging in assaults upon anybody and anything who for a moment doubted the great ability, honesty and patriotism of railroad manipulators—they are now whiningly apologetic and begglingly insistent that the aforesaid manipulators are not as bad as they appear (not "are said") to be, all of which is natural and to be easily understood when we keep in mind the dictum of Schopenhauer.

So much and so loudly did the railroad propagandists propagandize that they made everybody his sisters, his uncles and his aunts, interested in the railroad situation, all of whom, naturally, sought information, being interested in finding out whether the propaganda was truthful or false. There be those who claim the manipulators overplayed their hand and thereby drew the attention of those otherwise not interested; that they might better have kept still and not sought the limelight—be that as it may—the fact is, that now are questions being asked where formerly railroad propaganda was swallowed quietly and without objection.

Those who are asking questions are not all disinterested and impartial, seeking but the light. Those who have only too willingly accepted, spread and elaborated upon the propaganda of the railroad manipulators in the past, seem now to be of the opinion that they have been used as "good thing," "fall guys," and in other capacities for a gang who not alone lied, but lied like fools do.

Chandler Asks Questions.

It appears that a Mr. W. H. Chandler, president of the National Industrial Traffic League, sent the following self-explanatory letter to Mr. Thomas DeWitt Cuyler, supposed the most expert answerer and best-informed propagandist of them all:

Mr. Thomas DeWitt Cuyler, Chairman, Association of Railway Executives,
Commercial Trust Building, Philadelphia, Pa.

Dear Sir:

Members of the National Industrial Traffic League have been furnished, from time to time, with statements made on behalf of the Railroad Executives bearing on the *effect of the National Agreements on the carriers' revenues*.

By this time, you have seen the statement made by Mr. Walker Hines before the Interstate Commerce Commission at the hearing the Commission is now conducting for the purpose of determining among other things whether rates should be reduced. The statements vary so widely from those made by the Railway Executives, I think it would be helpful if the shippers were informed as to the exact effect of the extension of the national agreements

to those roads to which they did not apply prior to their establishment during Federal Control.

Some time ago I addressed the New England Railroad Executives asking what effect the National Agreements had towards increasing the expense of operating their lines. To my great astonishment they were unable to say. If the individual lines cannot tell to what extent they are paying excessive wages because of these agreements, I do not see how it is possible for all of the railroads collectively to say how much the agreements cost them annually. It seems to me most important that the testimony of Mr. Hines and the statements made by the Traffic Executives should be harmonized.

The shippers have heretofore relied upon the accuracy of the statements made by the Railway Executives and unless a satisfactory explanation is promptly made, the shippers' confidence will be shaken.

Yours very truly,

W. H. CHANDLER, President.

As the National Industrial Traffic League had, on divers occasions, done manifold service for the railroad propagandists, it was up to Cuyler to get busy and save the "shippers' confidence" from being shaken. After due cogitation, Cuyler, or Ivy Lee, acting for him, issued from 61 Broadway the letter of Chandler with a long, elaborate reply from Cuyler, and sent them out to the press, with instructions to editors not to publish before Thursday, February 23d.

Cuyler, or Ivy Lee, did not and could not call Mr. Hines a liar, nor could he deny the facts as set forth by Mr. Hines. All he could do was to "explain," and it is the lamest and most obtuse "explanation" yet made by Ivy, which is saying a whole lot. That the "explanation" did not explain was apparent and that, while great pains were taken in getting it up and out, it did not altogether satisfy those who "explained," appears to be proven by the fact that a few days after it was sent out to the press, Ivy Lee sent out to the press the following:

"Important Correction."

"In last two paragraphs Cuyler's reply to Chandler release for February 23d, change 300,000,000 to 50,000,000.

"ASSOCIATION OF RAILWAY EXECUTIVES"

The last two paragraphs of the Ivy Lee-Cuyler letter (a letter so long and involved that no sane man would read it, unless forced to do so, and which no editor having the least sympathy for his readers would inflict on them. Suffice it to say that the whole story was predicated upon the figures being \$300,000,000 and that the correction destroys the whole structure) is as follows:

"At the same time I call your attention that when the United States Railroad Labor Board announced its revision of the Shop Crafts Agreement, it informally estimated that this revision would probably enable the railroads to save \$300,000,000.

"Of course, we do not believe this to be true, because while the United States Railroad Labor Board made a number of changes which will undoubtedly make for further economy, it left so substantial a portion of the National Agreement with the Shop Crafts that a saving of \$300,000,000 would be impossible unless our original estimate of the cost of the National Agreements was far too conservative."

The reason for the correction being sent out by Ivy may be that, after sending out the letter, he remembered that someone said the change in rules made by the Board would save the road \$300,000,000 per year. As soon as that statement appeared farmers and others wanted to know why the reduction of \$300,000,000 per year was not passed on, as agreed, to shippers in the form of reduced rates.

Ivy retaliated, also did the *Railway Age*, by saying that the Board was wrong in claiming the saving would amount to \$300,000,000; that the saving could amount to not more than \$50,000,000, a mere bagatelle, and that those who claimed the saving amounted to \$300,000,000 were crazy, or words to that general effect. Ivy and his friends chided the Board for not knocking out all the rules and thus give the poor, bedeviled, bemoaning, whining and scarified roads a chance to hand on a tangible reduction in rates to shippers.

The Board countered with the statement that it never said the rules it laid down had saved the roads anything; that some irresponsible person had been talking. Whereupon, Ivy kindly forgot the offense and, in a way of speaking and so far as he could, apologized.

Since that little fracas the Board has shown considerably more than a tendency to be nice to those who mismanage and mishandle the roads, and Ivy's entourage have been real kind and friendly to the Board, in commenting on its actions. But those who prevaricate for railroads have poor memories. As prevaricators they are of a minor variety and not possessed of the "class" that goes with prevaricators of a higher grade—such as diplomats and statesmen—and, forgetting, Ivy grabbed the \$300,000,000 item and threw it into Cuyler's answer to Chandler, whereas he should have stuck his hand in the runt box, pulled out little measly \$50,000,000 and thrown him into the stew. The Labor Board could be expected to raise considerable of a howl if again accused of the \$300,000,000 offense, but would not chirp much at being charged with a \$50,000,000 attack and Ivy should have thought before he again sand-bagged the Board with that \$300,000,000 bunk.

After he had sent out, as said before, the nicely-printed, long and elaborate epistle to Chandler, Ivy woke up, or somebody woke him, and realized what he had done. So in an attempt to stop the trouble he was about to raise, he sends out the "correction." Like the pardon, "It came too late" even for the *Railway Age*, which published Ivy's story of the \$300,000,000 one week and the next week called the attention of its readers to the fact that it was not really a \$300,000,000 story at all, but a limited \$50,000,000 estimate based on nothing.

The main outcome of the whole affair is the fact that the careless handling of millions and the "correction" can only tend to shake still more the confidence already shaken.

ANOTHER TAKES RAP.

Perhaps in an attempt to prove that "troubles never come singly," the *Saturday Evening Post* publishes an article showing that for years back the railroads have been in no condition to take care of the business of the country in good times.

The article is one long collection of facts proving that the roads never were up to date at any time and that they could not take care of traffic in any period of expanding business.

It is an indictment all the more terrific because it appears in a magazine that has heretofore willingly printed any lie or misrepresented any fact the railroads requested it to, and on its own motion has gone out of its way to denounce Federal control and exalt private management before the war.

Such papers are not changing their habits. They are up against it. The question has been subjected to examination; light has been thrown on it; it has been thought over, and that time nears when a correct view will be reached. All of which is known to those in charge of the sort of papers and magazines which fool their readers as long as they can, and then are the loudest in yelling "Stop, Thief!" in an attempt to keep up the circulation they sell to advertisers.

It is indeed true that everyone will come to understand the railroad question. Everyone cannot help it—the railroads themselves are making Everyone understand it as those with a clear head have seen it from the start.

Political Unity Conference

The Conference for Progressive Political Action which was called by the executives of the standard railroad labor organizations, met in Chicago, February 20th and 21st, and adopted the following

ADDRESS TO THE AMERICAN PEOPLE

TO THE PEOPLE OF THE UNITED STATES:

After mature deliberation, and with a full sense of our responsibility, this conference of American citizens, assembled without regard to party, section, class or creed, to take counsel in this hour of national crisis, reassert, upon this 190th anniversary of the birth of Washington, the fundamental principles upon which this nation was founded.

"We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain inalienable Rights, that among these are Life, Liberty and the Pursuit of Happiness. That to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed.

"That government is instituted for the common good, for the protection, safety, prosperity and happiness of the people, and not for the honor or profit of any man, family or class of men.

"That no man, corporation or group of men shall have any other title to receive compensation from the public than that which is measured by the value of the services they render to the public."

Reasserting these fundamental doctrines as the cornerstones of liberty, we proclaim that we do earnestly seek to restore the Government of the United States to the noble ends and high purposes for which it was conceived.

We hold that the splendid structure of the visible American Government is sound and well adapted to the genius of our people. But through the apathy of the people and their division upon false issues, the control of this visible government has been usurped by the "invisible government" of plutocracy and privilege and, administered in every branch by their creatures and servitors, has become destructive of those sacred rights to secure which it was established.

The history of recent years is a history of repeated injuries and usurpation by the servants of this oligarchy in both the dominant parties; all having in direct object the establishment of an absolute Tyranny and Plutocratic Dictatorship within these states. Life, Liberty and Happiness all have been sacrificed upon the altar of greed. To prove this, let Facts be submitted to a candid world.

They have stifled free speech, throttled free press and denied the sacred right of assembly.

They have sanctioned wholesale corruption of the electorate by seating in the Senate of the United States, Newberry, its most notorious beneficiary.

They have used the Federal Reserve System, controlling the life blood of the nation's credit, as an instrument to deflate and crush farmers and independent business men and cause nation-wide unemployment.

They have obstructed every honest effort to relieve the distress of Agriculture thus caused, and have used every influence to secure betrayal of the farmers' interests.

They have conscripted four million men and boys while they permitted corporations and individuals to extort unconscionable war profits and have sacrificed the soldiers' just demands for equitable compensation to the dictates of Mellonism and the selfish interests of tax-dodging capitalists and war profiteers.

They have abolished the taxes upon excess profits of corporations and have reduced the taxes upon the incomes of millionaires.

They have squandered the resources of the nation in wasteful and fraudulent contracts and subsidies.

They have permitted the railroads, the arteries of the nation, to be operated not for service but for speculative gain and, after subsidizing them heavily and guaranteeing their income, have allowed them to be looted by financial manipulation and by contracts to corporations controlled by favored railroad directors.

They have engaged in a campaign of ruthless imperialism in Haiti and Santo Domingo and have permitted the arms and resources of the United States to be used to crush nations and peoples struggling for freedom and self-government.

They have through the courts nullified righteous laws of state and nation for the protection of human rights and exalted judge-made law above the statutes.

They have permitted organized crimes and conspiracies of trusts to go unhampered and have turned the sword of the anti-trust law only against organizations of farmers and industrial workers.

They have held in prison men convicted of no crimes and have pardoned without warrant notorious profiteers and monopolists.

They have used the army and the troops and police forces of states and cities to crush labor in its struggles to secure rights guaranteed by the Constitution.

They have prostituted the highest offices of government as channels of pernicious propaganda.

They have surrendered Americanism to Garyism, creating new privileges and immunities for capital and trampling under foot the rights of man.

In every stage of these oppressions, we have petitioned for redress in the most humble terms. Our repeated petitions have been answered only by repeated injury. Any administration, whose character is thus marked by every act which may define a tyrant, is unfit to be the ruler of a free people.

WE, THEREFORE, CITIZENS OF THE UNITED STATES OF AMERICA, in conference assembled, do solemnly publish and declare that our Government of right ought to be administered for the common good and for the protection, prosperity and happiness of the people; that its present usurpation by the invisible government of plutocracy and privilege must be broken; that this can be best accomplished by united political action suited to the peculiar conditions and needs of each section and state; and that to this end, we do hereby pledge ourselves to organize for the coming campaign in every state and congressional district so that this may become once more in very truth a GOVERNMENT OF THE PEOPLE, FOR THE PEOPLE, AND BY THE PEOPLE.

CONFERENCE WELL ATTENDED.

The conference was attended by representative men and women from labor organizations, farmers' societies, progressive bodies, the Farmer-Labor and Socialist parties and various progressive groups. The chairman of the conference was William H. Johnston, president of the International Association of Machinists, and the secretary was Ben Marks, of the Farmers' National Council.

A committee on Organization was appointed, composed of the following members: Frederic C. Howe, chairman, Morris Hillquit, Arthur E. Holder, Agnes Nestor, Timothy Healy, A. H. Long, Martin F. Ryan, Tom Ayres, E. P. Curtis, John Fitzpatrick, Thomas Van Lear and James H. Maurer, which committee reported the following:

PLAN OF ACTION.

RESOLUTION 1. This conference recommends that all labor, farmer, co-operative and progressive political forces of the country, as represented in this conference, unite for the purpose of securing the nomination and election of senators and representatives to Congress and to the various state legislatures, and of other state and local public officers in the coming elections of 1922, who are pledged to the inter-

ests of the producing classes and to the principles of genuine democracy in agriculture, industry and government.

With this end in view it urges all such forces to organize joint committees within each state, congressional district, county and municipality, who are representative of such organizations and similar organizations that will co-operate with them to secure the election of such representatives.

RESOLUTION 2. This conference shall select a **GENERAL COMMITTEE OF FIFTEEN** members as representative as possible of the various groups constituting this conference. The general committee shall co-operate with and assist the local organizations in the coming elections, and shall call a national conference on the second Monday of December, 1922, for the purpose of considering and acting upon the proposition of further unifying and mobilizing the forces of the agricultural and industrial workers and other bodies and movements for political action; the organizations to be invited to be:

(a) Progressive organizations of farmers; (b) organizations of labor; (c) co-operative societies; (d) the Socialist and Farmer-Labor parties, Single Taxers and other liberal political groups; (e) such other organizations, bodies and persons as the committee may invite; provided that such organizations or persons are in accord with the purposes of this conference.

The basis of representation to such conference shall be determined by the general committee.

The general committee shall have power by majority vote of its members to increase its membership and to choose officers and sub-committees, including an executive committee.

The general committee shall have power to employ organizers and clerical help, as well as to publish literature and do all things necessary to carry out the general purposes of this conference.

Pending the convocation of such subsequent conference, and for the primaries and fall elections of 1922, the organizations represented in this conference are urged to make all possible efforts to nominate and elect members of the United States Senate and House of Representatives and all state legislative bodies, as well as all other public officers, who are in accord with the purposes of this conference. The method of securing the nomination and election of such candidates shall be left to the judgment of the respective state and local organizations, in co-operation with the general committee of this conference.

RESOLUTION 3. FUNDS.—The expenses of the general committee shall be met by the organizations supporting this movement, in proportion to their respective numerical strength and with due regard to their ability to pay.

For the purpose of carrying out the immediate objects of this conference, your committee recommends:

That the organization for the conduct of the campaigns in the coming elections be made and carried on largely by representatives in the several states; that the calling of said conferences and the organization of working committees be imposed on the several states.

The avoidance of competing nominations is left, in the first instance, in the hands of state organizations, as are other campaign details. In view of the proximity of the primary elections (some as early as April) and the general elections, prompt, efficient organization and united action is imperative.

Your committee, therefore, urges:

(1) That representatives from different states at this conference hold preliminary meetings before the dissolution of the conference, for the purpose of arranging

for state conferences at as early a date as possible, to which conferences local representatives should be called who are in sympathy with the purposes of this conference;

(2) Where state organizations have already been formed or are in process of formation, that the representatives of the said states at this conference co-operate with such existing organizations.

The conference adopted the report of the committee and the following were elected the

NATIONAL COMMITTEE OF FIFTEEN:

J. G. Brown, Chicago. National Secretary, Farmer-Labor Party.

Geo. H. Griffith, Minneapolis. National Nonpartisan League.

Jos. A. Franklin, Kansas City. President, Brotherhood of Boilermakers, Group 2, Railroad Organizations.

Wm. Green, Indianapolis. Secretary, United Mine Workers of America.

Sidney Hillman, New York. President, Amalgamated Clothing Workers.

Frederic C. Howe, New York. Public Group.

Wm. H. Johnston, Washington. President, International Association of Machinists.

Morris Hillquit, New York. Socialist Party.

E. J. Manion, St. Louis. President, Brotherhood of Railroad Telegraphers, Group 3, Railroad Organizations.

Edward Keating, Washington. Public Group.

Basil M. Manly, Washington. Public Group.

Warren S. Stone, Cleveland. Grand Chief, Brotherhood of Locomotive Engineers, Group 1, Railroad Organizations.

Miss Agnes Nestor, Chicago. Woman's Trade Union League.

Benjamin C. Marsh, Washington. Farmers' National Council.

William H. Johnston of the International Association of Machinists was later chosen chairman of the committee and Frederic C. Howe, secretary. Headquarters will be established in Washington, D. C.

If you want to be fixed to answer misstatements about railroad workers, you must have the facts. To get the facts write to your congressman or senator and ask him to send you a copy of the testimony given by Wm. G. McAdoo, Walker D. Hines and Dr. Frank Warne, before the interstate commerce committee of the United States Senate.

Railroad "Employees" magazines are advocating save everything so that the roads may save wages.

Some of the birds who write for "Employees" magazines are great. One of them has found out that some nameless offender uses fusees as heaters for burners on gasoline and oil stoves, and claims that the roads lose thousands of dollars in that way. Must be a new generation of witch hunters are finding Mares' nests.

Putting business into government: Giving away \$30,000,000 each year to "American" owners of ships, manned by Chinese.

It used to be that business was a hard-headed, cold-blooded proposition that dealt solely in realities and with stern facts, now it is an abstruse science that deals with "think up," "buck up" and "talk up" (mostly talk) "Babsonize," "around-the-cornerize" and "cheer-upize." It is a great life, if you don't weaken.

Rotarians spread the glad tidings all over the billboards of our cities, that Prosperity Is Just Around the Corner. Is that where it is? It has been gone so long we thought it had crawled in its hole and then lost the hole.

Roll of Honor

During March, 1922, the following completed twenty-five years of continuous membership in the Order of Railroad Telegraphers, and were awarded a veteran's medal, which is a badge of loyal service to the cause of wage workers in station, tower and telegraph service on railroads throughout the United States, Canada and Mexico:

	Div.	Cert.
Frank L. True	53	337
E. C. Shewbridge	33	508
R. C. Fry	31	18
W. H. Gibson	17	170
E. P. Gilchrist	17	58
Mike Pat Driscoll	11	326
J. A. O'Halloran	11	325
Francis Gagnon	11	201
Jos. A. Kelly	11	133
Jas. J. Trainor	11	1
T. G. Atkinson	7	920
M. H. C. Robinson	7	163
C. R. Cuthbert	7	81
G. W. Shepherd	1	598
Cartha O. Girard	G	49

Among those listed as receiving medals during February was "P. A. Stizman" of St. Louis, Mo. Please note that as incorrect, the name of the Brother being P. A. Sitzman.



Grand Secretary and Treasurer.



CHICAGO O. R. T. DANCE

The Valentine's Day dance in the palatial ball room of the Lexington Hotel, on February fourteenth, was an impressive and successful affair.

The grand march was led by D. G. Ramsey, past president of The Order of Railroad Telegraphers; E. J. Manion, president; L. J. Ross, grand secretary and treasurer, and W. T. Brown, first vice-president.

The management of the hotel is to be congratulated on the arrangements made in connection with the dance. The committee on arrangements deserved and received the thanks of all for an excellently planned and well carried out entertainment.

Revised Rules

The rules governing those employed as telegraphers, telephone operators, agents, agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and others, provided by decision of the U. S. Railroad Labor Board, issued March 3, 1922, and the decision in full—are reproduced below.

The daily press has carried the usual incomplete and misleading outline of the rules and you are, therefore, requested to carefully read the following and be correctly informed.

Chicago, Illinois, March 3, 1922.

DECISION No. 757 (Dockets 1, 2, 3 and 1606).

O. R. T. FILE-G. F.—RULES.

ALABAMA & VICKSBURG RAILWAY COMPANY, ET AL
VS.

ORDER OF RAILROAD TELEGRAPHERS.

Subject of the Dispute.

This decision is upon a controversy or dispute between the carriers named below and, so far as pay for Sunday and holiday work is concerned, the carriers named in Decision No. 2 and addenda thereto, and the classes of employees named herein represented by the above-named organization. The subject matter of the dispute is what shall constitute just and reasonable rules and working conditions.

Parties to the Dispute.

The carriers parties hereto, each of which has a dispute on one or more of the rules hereinafter set out, are:

Alabama & Vicksburg Railway Company,
Atchison, Topeka & Santa Fe Railway Company (Eastern and Western Lines).
Coast Lines,
Grand Canyon Railway Company,
Gulf, Colorado & Santa Fe Railway Company,
Boston & Albany Railroad,
Boston & Maine Railroad,
Buffalo, Rochester & Pittsburgh Railway Company,
Carolina, Clinchfield & Ohio Railway,
Carolina, Clinchfield & Ohio Railway of South Carolina,
Central New England Railway Company,
Central Union Depot & Railway Co. of Cincinnati, Ohio,
Charleston & Western Carolina Railway Company,
Chesapeake & Ohio Railway Company,
Chicago & Eastern Illinois Railroad Company,
Chicago & North Western Railway Company,
Chicago, Burlington & Quincy Railroad Company,
Chicago, Indianapolis & Louisville Railway Company,
Chicago, Kalamazoo & Saginaw Railway Company,
Chicago, Milwaukee & Gary Railway Company,

Chicago, Milwaukee & St. Paul Railway Company,
 Chicago, Peoria & St. Louis Railroad Company,
 Chicago, Rock Island & Pacific Railway Company,
 Chicago, Rock Island & Gulf Railway Company,
 Cleveland, Cincinnati, Chicago & St. Louis Railway Co.,
 Colorado & Southern Railway Company,
 Cumberland & Pennsylvania Railroad Company,
 Delaware, Lackawanna & Western Railroad Company,
 Elgin, Joliet & Eastern Railway,
 Florida East Coast Railway Company,
 Fort Worth & Denver City Railway Company,
 Wichita Valley Railway Company,
 Grand Trunk System (Lines in U. S.),
 Gulf Coast Lines,
 Beaumont, Sour Lake & Western Railway Company,
 New Iberia & Northern Railroad Company,
 New Orleans, Texas & Mexico Railway Company,
 Orange & Northwestern Railroad Company,
 St. Louis, Brownsville & Mexico Railway Company,
 Gulf, Mobile & Northern Railroad Company,
 Hocking Valley Railway Company,
 Houston Belt & Terminal Railroad,
 Illinois Central Railroad Company,
 Chicago, Memphis & Gulf Railroad Company,
 Yazoo & Mississippi Valley Railroad Company,
 International & Great Northern Railway,
 Kanawha & Michigan Railway Company,
 Kansas City, Mexico & Orient Railroad Company,
 Kansas City, Mexico & Orient Railway Co. of Texas,
 Kansas City Southern Railway Company,
 Texarkana & Fort Smith Railway Company,
 Kansas City Terminal Railway Company,
 Lehigh & New England Railroad Company,
 Lehigh Valley Railroad Company,
 Long Island Railroad Company,
 Los Angeles & Salt Lake Railroad Company,
 Louisiana & Arkansas Railway Company,
 Louisville & Nashville Railroad Company,
 Louisville, Henderson & St. Louis Railway Company,
 Maine Central Railroad Company,
 Portland Terminal Company,
 Midland Valley Railroad Company,
 Minneapolis & St. Louis Railroad Company,
 Missouri, Kansas & Texas Railway,
 Missouri, Kansas & Texas Railway of Texas,
 Wichita Falls & Northwestern Railway,
 Nashville, Chattanooga & St. Louis Railway,
 New Orleans Great Northern Railroad Company,
 New York, New Haven & Hartford Railroad Company,
 Northwestern Pacific Railroad Company,
 Oregon Short Line Railroad Company,
 Oregon-Washington Railroad & Navigation Company,
 Richmond, Fredericksburg & Potomac Railroad Company,

Rutland Railroad Company,
 St. Louis Southwestern Railway Company,
 Eastern Texas Railroad Company,
 Pine Bluff & Arkansas River Railway,
 St. Louis Southwestern Railway Company of Texas,
 Seaboard Air Line Railway Company,
 Southern Pacific Company (Pacific System),
 Southern Pacific Lines in Texas and Louisiana,
 Staten Island Rapid Transit Railway Company,
 Texas & Pacific Railway Company,
 Toledo & Ohio Central Railway Company,
 Union Pacific Railroad Company,
 St. Joseph & Grand Island Railway Company,
 Vicksburg, Shreveport & Pacific Railway Company,
 Virginian Railway Company,
 Wabash Railway Company,
 Western Maryland Railway Company,
 Western Pacific Railroad Company,
 Wheeling & Lake Erie Railway Company,
 Lorain & West Virginia Railway Company,
 Zanesville & Western Railway Company.

The organization party hereto, which has a dispute with each of the carriers on one or more of the rules hereinafter set out, is;

THE ORDER OF RAILROAD TELEGRAPHERS.

Nature of the Proceeding.

In conformity with the provisions of the Transportation Act, 1920, the carriers or employees named herein have held or have attempted to hold conferences on rules and working conditions.

Each of these carriers or the representatives of its employees either negotiated or attempted to negotiate rules, and they have made either joint or ex-parte certifications to the Railroad Labor Board containing the rules upon which they agreed and those upon which they disagreed, with the respective proposals of the parties as to the latter; therefore, each of the carriers party to this decision has a dispute with its employees on one or more of the rules.

In deciding the disputes between the various carriers and their respective employees relative to said rules, the Board gave careful consideration to the submissions filed by the respective parties at the original hearing, including a vast amount of evidence, data and arguments, oral, written and documentary, and information gathered by its own forces, as well as to the written arguments filed along with the certification of the disputed rules.

DECISION.

The United States Railroad Labor Board, acting under authority of the Transportation Act, 1920, and in furtherance of the purpose of said Act, has decided that the rules hereinafter set out are just and reasonable.

The rules approved by the Labor Board, hereby made effective March 16, 1922, on the roads upon which they are applicable, are as follows:

Hours of Service and Working Conditions Governing Employees Herein Named.

Rule 1. Scope.—This schedule will govern the employment and compensation of telegraphers, telephone operators (except switchboard operators), agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators, staffmen, and such agents as may be included by the operation of the second para-

graph of this rule, and will supersede all previous schedules, agreements and rulings thereon.

The disputes as to what exclusive agents shall be covered by the rules are remanded to the representatives of the parties on the individual carriers for further negotiation.

Rule 2. Basic Day.—Except as specified in rule 3 eight (8) consecutive hours, exclusive of the meal hour, shall constitute a day's work, except that where two (2) or more shifts are worked, eight (8) consecutive hours with no allowance for meals shall constitute a day's work.

Rule 3. Intermittent Service.—At one shift offices, where service is intermittent, eight (8) hours' actual time on duty within a spread of twelve (12) hours shall constitute a day's work. Employees filling such positions shall be paid overtime for all time actually on duty or held for duty in excess of eight (8) hours from the time required to report for duty to the time of release within twelve (12) consecutive hours, and also for all time in excess of twelve (12) consecutive hours computed continuously from the time first required to report until final release. Time shall be counted as continuous service in all cases where the interval or release from duty does not exceed one (1) hour.

Exceptions to the foregoing paragraph shall be made for individual positions when agreed to between the management and duly accredited representatives of the employees. For such excepted positions the foregoing paragraph shall not apply.

This rule shall not be construed as authorizing the working of split tricks where continuous service is required.

Intermittent service is understood to mean service of a character where during the hours of assignment there is no work to be performed for periods of more than one (1) hour's duration and service of the employees can not otherwise be utilized.

Employees covered by this rule will be paid not less than eight (8) hours within a spread of twelve (12) consecutive hours.

Rule 4. Overtime.—Except as otherwise provided in these rules, time in excess of eight (8) hours, exclusive of meal period, on any day, will be considered overtime and paid on the actual minute basis, at the pro-rata rates for the ninth hour, and at time and one-half thereafter.

Rule 5. Call Rule.—Employees notified or called to perform work not continuous with the regular work period will be allowed a minimum of three (3) hours for two (2) hours' work or less, and if held on duty in excess of two (2) hours, time and one-half will be allowed on the minute basis.

Rule 6. Meal Period.—Where but one shift is worked, employees will be allowed sixty (60) consecutive minutes between eleven-thirty (11:30) and one-thirty (1:30) o'clock day or night for meal.

If the meal period is not afforded within the allowed or agreed time limit and is worked, the meal period shall be paid for at the pro-rata rate and twenty (20) minutes, with pay, in which to eat shall be afforded at the first opportunity.

Rule 7. Starting Time.—Regular assignments shall have a fixed starting time and the regular starting time shall not be changed without at least thirty-six (36) hours' notice to the employees affected.

Where three consecutive shifts are worked covering the 24-hour period no shift will have a starting time after twelve (12) o'clock midnight and before 6 a. m.

Rule 8. Sunday and Holiday Work.—Employees will be excused from Sunday and holiday duties as much as the condition of business will permit.

Time worked on Sundays and the following holidays—namely, New Year's day, Washington's birthday, Decoration day, Fourth of July, Labor day, Thanksgiving day, and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday),

shall be paid for at the regular hourly rate when the entire number of hours constituting the regular week-day assignment are worked.

When notified or called to work on Sundays and the above specified holidays a less number of hours than constitute a day's work within the limits of the regular week-day assignment, employees shall be paid a minimum allowance of two (2) hours at overtime rate for two (2) hours' work or less, and at the regular hourly rate after the second hour of each hour of duty. Time worked before or after the limits of the regular week-day assignment shall be paid for in accordance with overtime and call rules.

Rule 9. Basis of Pay.—All employees herein specified will be paid on hourly basis.

Rule 10. Guarantee.—Regular assigned telegraphers will receive one day's pay within each twenty-four (24) hours, according to location occupied or to which entitled, if ready for service and not used, or if required on duty less than the required minimum number of hours as per location, except on Sundays and holidays.

This rule shall not apply in cases of reduction of forces nor where traffic is interrupted or suspended by conditions not within the control of the carrier.

Rule 11. Discipline—Pay for Time Lost.—If the final decision decrees that charges against the employee are not sustained the record shall be cleared of the charge; if suspended or dismissed, the employee will be returned to former position and paid for all wages lost less amount earned in any other service.

Rule 12. Suspension of Work During Regular Hours.—Employees will not be required to suspend work during regular hours or to absorb overtime.

Rule 13. Free Transportation.—Employees covered by this agreement and those dependent upon them for support will be given the same consideration in granting free transportation as is granted other employees in service.

General committees representing employees covered by this agreement will be granted the same consideration as is granted general committees representing employees in other branches of the service.

Rule 14. Classification of Employees, New Positions, Etc.—Where existing pay roll classification does not conform to rule 2, employees performing service in the classes specified therein shall be classified in accordance therewith.

When new positions are created compensation will be fixed in conformity with that of existing positions of similar work and responsibility in the same seniority district.

Rule 15. Attending Court—Witnesses.—Employees taken away from their regular assigned duties, at the request of the management, to attend court or to appear as witnesses for the carrier will be furnished transportation and will be allowed compensation equal to what would have been earned had such interruption not taken place and, in addition, necessary actual expenses while away from headquarters. Any fee or mileage accruing will be assigned to the carrier.

Rule 16. Handling Train Orders.—No employee other than covered by this schedule and train dispatchers will be permitted to handle train orders at telegraph or telephone offices where an operator is employed and is available or can be promptly located, except in an emergency, in which case the telegrapher will be paid for the call.

Rule 17. Handling United States Mail.—When the carrying of the United States mail and parcels post by the employees herein specified becomes unduly burdensome, or interferes with the proper operation of trains, they will be relieved from such work.

Rule 18. Handling Switches, Attending Switch Lights, Etc.—At stations where section men reside or porters or helpers are employed, employees as per rule 2 will not be required to attend interlocking or switch lights, but will see that they are kept burning.

At stations where employees as per rule 2 are required to care for interlocking or

switch lights they will be allowed seventy-five cents (75c) per light per month, with a minimum of three dollars (\$3) for four lights or less.

Rule 19. Regular Assigned Men Doing Extra Work.—Regularly assigned telegraphers will not be required to perform relief work except in cases of emergency and when required to perform relief work, and in consequence thereof, suffer a reduction in the regular compensation, shall be paid an amount sufficient to reimburse them for such loss, and in all cases they will be allowed actual necessary expenses while away from their regular assigned stations.

Rule 20. Express and Telegraph Commissions.—When express or Western Union commissions are discontinued or created at any office, thereby reducing or increasing the average monthly compensation paid to any position, prompt adjustment of the salary affected will be made conforming to rates paid for similar positions.

Rule 21. Date Effective and Changes.—This agreement shall be effective as of March 16, 1922, and shall continue in effect until it is changed as provided herein or under the provisions of the Transportation Act, 1920.

Should either of the parties to this agreement desire to revise or modify these rules, 30 days' written advance notice, containing the proposed changes, shall be given and conferences shall be held immediately on the expiration of said notice unless another date is mutually agreed upon.

General Instructions.

Sec. 1. Application of Adopted Rules.—The rules approved by the Labor Board shall apply to each of the carriers parties to the dispute (Docket 1606) covered by this decision, except in such instances as any particular carrier may have agreed with its employees upon any one or more of such rules, in which case the rule or rules agreed upon by the carrier and its employees shall apply on said road.

Rule No. 8 of this decision pertaining to pay for Sundays and holidays shall be understood to dispose of the submissions presented to this Board on this subject in Dockets Nos. 1, 2 and 3 and shall apply to the carriers named in Decision No. 2.

Sec. 2. Proposed Rules Not Herein Decided.—Because a substantial number of the carriers and their employees have agreed upon the major part of the rules governing seniority, promotion, discipline and grievances, these subjects are remanded practically in their entirety. The Labor Board also remands certain other subject matters in dispute which it believes may not be covered in all localities by rules of general application, and which require further consideration by the parties directly concerned.

All such rules which involve a dispute between a particular carrier and its employees are hereby remanded for the purpose of adjustment under the provisions of Section 301 of the Transportation Act, 1920. In further negotiations attention is directed to the principles announced in Exhibit B of Decision 119.

Sec. 3. Vacations and Sick Leave with Pay.—In the opinion of the Labor Board the question of vacations and sick leave with pay is one which should be left at this time to the carriers and their respective employees for the adoption of such rules as may be severally and mutually agreed upon.

Sec. 4. Interpretation of this Decision.—The rules herein promulgated are to be considered and construed as new rules adopted by the Labor Board in accordance with the Transportation Act, 1920, and the principles announced in Decision No. 119.

Should a dispute arise between the management and the employees of any of the carriers as to the meaning or intent of this decision, or the rules contained herein, which cannot be decided in conference between the parties directly interested, such dispute shall be handled in the manner provided by the Transportation Act, 1920.

By order of

UNITED STATES RAILROAD LABOR BOARD.

Attest: C. P. CARRIERS, Secretary.

R. M. BARTON, Chairman.

What You Read Is What You Are

Make no mistake about that!

You may imagine that you can read lying propaganda day after day without being influenced by it—but you will be dead wrong if you do!

You cannot take your propaganda or leave it alone.

Sooner or later it is going to get you, unless you safeguard yourself with the necessary antidote.

The influence of propaganda is cumulative. Little by little, day by day, it seeps in and chloroforms the mind.

As constant dropping of water wears the stone, so the constant, continued dropping of propaganda upon the human consciousness colors it, shapes it and forces it to action.

If workers have lost anything of value during the last two years, it is because of the bitter and unjust treatment they have received from the daily press, the periodicals controlled by employers, the engulfing stream of lies that has flowed out from propaganda mills until truth has been fairly inundated.

There is no sign of an abatement of this subtle attack upon workers. They are now facing the most crucial period of the entire labor movement.

If they are wise, they will take a leaf out of their enemies' book and do a little propagandizing in their own behalf.

For their own protection, they should be readers of publications that tell the truth and struggle for social and economic justice.

Every worker in this country should be a regular reader of

LABOR

**The Official Washington Newspaper of the
Sixteen Standard Organizations of
Railway Employees.**

It is published by the workers for workers. It accepts no advertisements and expects no profit. It has but one reason for existence—to tell the truth, to put the workers' case before the public, to counteract as far as possible the misinformation that is disseminated by those who would reduce toilers to the status of slaves.

The regular subscription price of LABOR is \$2.00 per year, but a special rate of \$1.50 is granted to lodges which subscribe for their entire membership, or appoint committees with instructions to solicit subscribers. To secure the club rate of \$1.50 per year send your subscription either to the Grand Lodge, your Local Chairman, General Chairman, General Secretary-Treasurer, or to LABOR, 401 Machinists' Building, Washington, D. C.

Subscribe for LABOR today, using the coupon.

**LABOR,
Machinists' Building, Washington, D. C.**

I realize the need of a press that is friendly to the workers, and desire to become a regular reader of LABOR and send herewith \$1.50, covering a year's subscription.

Name

Street and No.....

Town or City.....State.....

I am member of.....

Make money orders and checks payable to Treasurer, LABOR.



BRIEFLETS

A general strike of miners throughout Czecho-Slovakia was called February 2nd.

Size is not grandeur, and territory does not make a nation.

Time, whose tooth gnaws away everything else, is powerless against truth.

It is better for a man to go wrong in freedom than to go right in chains.

Make up your mind to act decidedly, and take the consequences. No good is ever done in this world by hesitation.

The average height of all lands of the world, above sea level, is approximately 2,400 feet.

Wearers of a new artificial leg, which contains only two springs, can play football, ride a bicycle or a horse.

A telephone with a push button in one side with which telegraphing can be done has been invented in Europe.

A ram always backs before he butts. Quite different from a man, who usually has to back up after he butts in.

Be true to yourself by being true to your fellows. Buy union-made articles bearing the union label.

What is defeat? Nothing but education. Nothing but the first step to something better.—Wendell Phillips.

Now that Luther Burbank has evolved a thornless brier, he might do something for babies by developing a prickless pin.

A scientist has made the discovery that clocks run faster at night than in daytime. Most of us no doubt have often thought the same thing.

A New York business man, it is said, has this sign on his door, for the benefit of callers: "Be brief. Remember the hit the short skirt made."

Two hundred and eighteen new members were received in the Order of Railroad Telegraphers during the month of February.

Mary had a little foot,
With sole as cold as snow,
And everywhere that hubby rolled,
That foot was sure to go.

Lawyers may make mistakes, but they never make the mistake of bringing suit against one another. They know too much about law for that.

I cannot sing the old songs,
I do not care for them;
They don't sound as they used to
At 1 or 2 a. m.

"You do take my life, when you do take the means whereby I live.
You do take my house, when you do take the prop which doth support it."
—Shakespeare.

If the workers of the world only realized their power, and used it in the right direction, they could upset all constitutions in forty-eight hours.—Salisbury.

"The world is my country, every man is my brother, and to do good is my religion."—Paine.

LOOK FOR THE UNION LABEL.

These "Get Together" movements are all very well, but somehow the canary never appreciates them as much as the cat.

Finger prints may now be sent by phone.

It is not too optimistic to predict that the day will come when the human voice will be conveyed by the same means.

In ancient Babylon all girls as soon as they were marriageable were put up at auction and sold. The price obtained for the most beautiful ones was assigned as a dowry for the homely ones.

The British Society of Women Engineers is offering prizes for the best ideas in house improvement, especially such as will tend to make the work of the housewife easier.

In a new combined telephone receiver and transmitter the latter consists of a horn projecting at such an angle from the ear box as to rest at one side of instead of in front of a user's lips.

Josh Billings said: "The man who thinks he can't do it is alwaz more than half rite. Men don't fail so often in this wurld for a want of rite motives az they do from lack of grit."

An example of Scottish wit is the story in the *Edinburgh Scotsman* of an absent-minded man who was out in a boat which upset. He went down twice before he remembered he could swim.

A strike of workers in the rattan industry in Hong Kong was settled by the good offices of the Chinese General Chamber of Commerce with a general increase in wages of 27.5 per cent.

Despite many differences in caste and tribal relations, trade unionism has gained a foothold in India and sustained such remarkable growth that opinions prevail that it has come to stay.

A marriage was annulled the other day because, as was alleged, the bridegroom was drunk when the ceremony was performed. Another case of "when the wine was in the wit was out" and "all's well that ends well."

The Mayor of Turin, Italy, has decided to draw one million lire from the Municipal Treasury in order to provide daily rations and other necessities for needy citizens. The public has also been asked to make contributions.

Labor committees in Peru, South America, are demanding that labor centers be opened, that free passage be given to workers who wish to go elsewhere for employment, that the manufacture of alcoholic drinks be prohibited, and that the cost of living be reduced.

In Germany more than 75 commodities, including foodstuffs, textiles, metals and coal, continued to rise in price during November, 1921. The general rise varied from 44 to 68 points, and in some instances commodities reached figures 33 times their pre-war prices.

"In former stages of society, famine appeared only when the earth refused her harvests. In capitalist society, famine sits at the hearth of the working class when granaries and cellars burst with the fruits of the earth, and when the market is gorged with the products of industry."

The difficult financial situation, the high prices of raw materials, and the German competition are contributing causes to the continued depression in the metal industries, which have added considerably to the per cent of increase in Finland's unemployed.

Mill owners in Bombay favor the compulsory liability of employers to employees in cases of injury or death in performance of duties, because it is believed that this inducement will augment the available industrial laborers, who number only 3,000,000 of India's population of 300,000,000.

With the exception of the textile and watch industries, which are showing slight improvement, practically all the principal industries of Switzerland continue to be injuriously affected by the spreading of unemployment. In November one factory was forced to discharge 220 of its employees on account of lack of work.

"He is true to God, who's true to man,
wherever wrong is done,
To the humblest and the weakest; 'neath
the all-beholding sun,
That wrong is also done to us, and they
are slaves most base,
Whose love of life is for themselves, and
not for all the race."

—Lowell.

The drummer tried hard to sell merchant Toobloo a bill of goods. He gave it up when the storekeeper said: "Tain't no use tryin' to sell anything in this town now. They are so tight they sit up nights to save the sheets and cases. They chew a wad of gum two days, and they save their umbrellas by not using them on rainy days!"

"When the war-drums throb no longer,
and the battle-flags are furled,
In the Parliament of man, the Federation
of the world.
There the common-sense of most shall
hold a fretful realm in awe,
And the kindly earth shall slumber, lapt
in universal law."

—Tennyson.

You don't believe in a hundred different labor parties, each competing against the other. Then why should you believe in a hundred different unions competing

against each other? Solidarity is essential on the industrial field as well as on the political field. Get busy—consolidate your forces against capitalism.—*English Railway Review*.

The pure, the bright, the beautiful
That stirred our hearts in youth,
The impulses to wordless prayer,
The streams of love and truth,
The longing after something lost,
The spirit's yearning cry,
The striving after better hopes—
These things can never die.

—Charles Dickens.

The *Ottawa Citizen* publishes a dispatch from its Brockville correspondent reporting the appointment at Westport, Ont., of Jerry Steele, as constable, street commissioner, sanitary inspector, school attendance officer, poundkeeper, dog tax collector, an officer to enforce the Ontario temperance act, and caretaker of the town hall and other municipal buildings, at a salary of \$200 per annum.

Relief work on a retaining wall along the Rideau Canal, which was suspended by the Canadian Government because of ever-growing demands by the laborers for increased wages, will be resumed, according to an announcement from Hon. George Graham, acting Minister of Railways and Canals. The men will be paid at the rate of 50c an hour. About 100 men are affected.

Competition of the glass industries of Czecho-Slovakia, it is asserted, is largely the cause of an acute depression in the glass industrial region of France. Many French establishments have been closed since last spring, it is said; while Czecho-Slovakia, which possessed over 200 glass-works before the war, has added three more large establishments to its glass factories.

There has been no rainfall in two districts in Italy for nearly a year, as a result of which great damage has been caused to the crops. Forest fires have

added to the unfavorable situation. The Ministerial Committee has assigned substantial money loans for drainage, electric, railway, provincial and harbor projects, in the hope that activities in the construction of same will absorb many of its unemployed persons.

Every form of affectation always arouses contempt; in the first place, because it argues deception, and the deception is cowardly, for it is based on fear; and, secondly, it argues self-condemnation, because it means that a man is trying to appear what he is not, and therefore something which he thinks better than he actually is. To affect a quality, and to plume yourself upon it, is just to confess that you have not got it.—Schoenhauer.

It must be very discouraging for the big metropolitan dailies with all their equipment of machinery, brains and experience, to have the experience of not electing a solitary candidate for which they fought in the Federal elections. Even the little fellow in the country with his leaky shanty roof and his shirt-tail full of type, gets more satisfying results from journalism than this.—*Ryley (Canada) Times*.

Lack of proper signals on the Philadelphia & Reading Railroad branch line between Bryn Athyn and Churchville resulted in the loss of 25 lives. In its story of this disaster, the *Philadelphia North American* said:

"A high official of the Reading was asked why, despite 'blind' curves between the two stations, there were no signals.

"Why, man, we are not legally required to have them," he said."

'Tis a strange thing whin we come to think iv it that th' less money a man gits fr his worruk, Shanessy, th' more nicesarry it is to th' wuruld that he shud go on wurrukin'. Ye're boss can go to Paris on a combination wedding an' divorce thrip an' no wan bothers his head about him. But if ye shud go to Paris—excuse

me for laughin' meself black in th' face—th' industhrees iv the counthry pines away."

An act has been passed in Holland whereby the State makes long-time loans of money, at a low rate of interest, to societies of workmen or to the so-called "middle classes" in order that dwellings may be erected for their use. The plan contemplates the rental of these homes to workers at a very reasonable figure; but in cases of high cost of building the State stands ready to make a further money contribution in order that tenants may not be overburdened.

The city of Montevideo, Uruguay, is still without street car service, the municipal government having refrained from taking possession of the lines until an answer is received from the managers to its latest proposal. The managers have asked until five o'clock February 3rd to reply to the proposal, which is that they retain management under control of a municipal official. This would assure the increase in wages demanded by the striking employees.

It is interesting to recall in connection with railway accidents that only a few years ago any instrument which by accident was the immediate cause of loss of human life became in English law "deodand," that is, became forfeit to the Crown, to be devoted to pious purposes.

This law applies to locomotives, but in course of time coroners' juries, instead of claiming the forfeit, inflicted a fine. As recently as 1838 a locomotive on the Liverpool and Manchester line, which, by exploding, caused the death of its engineer and fireman, was fined £20, while the following year another engine on the same line was fined £1400.

Sometimes the poor are praised for being thrifty. But to recommend thrift to the poor is both grotesque and insulting. It is like advising a man who is starving to eat less. . . . Man should not be ready to show that he can live like a baby-fed animal. He should decline to live like

that, and should either steal or go on the rates, which is considered by many to be a form of stealing. As for begging, it is safer to beg than to take, but it is finer to take than to beg. No, a poor man who is ungrateful, unthrifty, discontented, and rebellious is probably a real personality and has much in him. He is, at any rate, a healthy protest. As for the virtuous poor, one can pity them, of course, but one cannot possibly admire them. They have made private terms with the enemy and sold their birthright for very bad pottage. They must be extraordinarily stupid.—Oscar Wilde, in the "Soul of Man."

Dumbbells and patent exercises are not necessary if you want to increase your chest expansion. All you need to do is to go and live on a mountain top.

Mr. Joseph Barcroft, F.R.S., just returned from Peru, told the Canadian Institute that the Indians, familiarly known as "Cholos," who spend their lives in the Andes at an elevation of 14,000 feet, possess enormous chests. Though they aren't much more than five feet high, their chests are as big as six-footers. It is thus that they secure a full supply of oxygen for their lungs from the highly rarified air.

Visitors to these lofty elevations soon find their chests expanding like those of the Indians. In the case of the eight professors who made up Mr. Barcroft's party a marked increase was noticed even in one month's time. White men, such as mining engineers, who have spent years in the country, develop the horizontal ribs that accompany enlarged chests. The ribs of the Indians are quite horizontal, while those of the normal white man are sloping.

"The artificial retention of inflated rates of wages by prescribing a compulsory minimum wage in excess of normal rates for the majority of public contracts.

"Excessive transport charges by the railways for industrial products and the

abolition of special tariffs which were regarded as indispensable before the war to facilitate exportation and to maintain our markets."

Like the manufacturers in other countries, Belgian Big Business is fighting for a return of the old times and for pre-war industrial conditions, but it will certainly encounter the opposition of 700,000 Belgian trade unionists.

Coal miners throughout the country—non-union and union—are now on the verge of starvation with acute suffering in many districts.

What do the coal barons propose for the miners? What is the purpose of a proposal to further reduce wages?

Do the coal barons expect the miners to submit to conditions of complete destitution? And do they expect the public to support them in a campaign to bring about such a condition?

The time has passed for destitution in any industry.

The condition of the mine worker must be improved, not made more miserable!

The *Quebec Chronicle* in a news story describes the unrest which exists in that city and in Levis owing to the shortage of work in the shipbuilding industry at Levis. It points out that there is only work for about one hundred men at the present time, while normally there are some 700 men employed and in rush times about 1,200 men. The ship-yards have been practically idle since the close of navigation and the only work on now is the contract for the overhauling of the steamer *Bellechasse*, a \$3,000 job. If nothing turns up the men who are now employed will soon be out of work, and as there is unrest the men state that unless something is done they will have to do something to make their position known.

A deserted village, rivaling Oliver Goldsmith's immortal classic in picturesqueness, now nestles in the heart of the grim old Laurentian Mountains, owing to the fact that its promoters went bankrupt,

compelling the inhabitants to leave the neighborhood or starve.

The village is situated about six miles from Ste. Agathe Des Monts, 66 miles from Montreal. It was erected 16 years ago by persons who hoped to benefit from life in the country. A partially constructed branch of a railroad is all that connects it with the outer world except a chain of lakes, for it is inaccessible by foot or motor. A short distance from the village there stands a huge chateau in which is a magnificent ballroom, whose floor has never been scratched by the feet of dancers. The natives believe it to be haunted.

The tonnage of ships launched on the Clyde during January was the highest for any January on record—over 56,000 tons. The figure is explained by the fact that it includes two large liners. Its real meaning, however, is that work of that amount has been completed, and since there are no new orders to fill the vacant stocks, so many more men are out of work. So far as can be learned, only one new order has been placed lately, and the fact that that should be thought worthy of record is significant. There is some talk of another reduction of wages, an increase of hours and a relaxation of trade union restrictions, but even the prospect of getting ships cheaper is not attractive at a time when no one seems to want them at any price.

Measures for the relief of unemployment and distress throughout Canada, the necessary funds to be provided by governor-general's warrants, were approved by the Federal government, January 25th. The regulations cover the period to the end of the current fiscal year, March 31st, and provide for Federal assistance to municipalities undertaking civic works during the winter months; to municipalities on account of unemployment, where work cannot be provided, and for the relief of distress in unorganized districts. A special feature of the regulations is that in the case of unemployment of former members of the Canadian or British forces

now in Canada, and who were discharged physically fit, the government will reimburse municipal authorities to the extent of one-half the disbursements made for unemployment relief, the provincial and municipal authorities to bear the remaining half.

The U. S. Department of Labor, through the Bureau of Labor Statistics, has completed the compilations showing changes in the retail cost of food in 15 representative cities of the United States. During the month from January 15, 1922, to February 15, 1922, there was a decrease in eight of the fifteen cities as follows: In Manchester, 2 per cent; in New Haven, Norfolk and Rochester, 1 per cent; in Atlanta, Bridgeport, Cincinnati and New York, less than five-tenths of 1 per cent. In the other seven cities there are the following increases: In Butte, Los Angeles, and Washington, there was an increase of 1 per cent. In Boston, Newark, Philadelphia and San Francisco, there was an increase of less than five-tenths of 1 per cent.

The whole of modern civilization is at stake, and whether it will perish and be submerged, as has happened to previous civilizations of older types, or whether it will live and progress, depends upon whether the nations engaged in this war and even those that are onlookers learn the lessons that the experience of war may teach them. * * * The application of scientific knowledge and the inventions of science during the war have made it more and more terrible and destructive each year. * * * If there is to be another war in 20 or 30 years' time, what will it be like? If there is to be concentrated preparation for more war the researches of science will be devoted henceforth to discovering methods by which the human race can be destroyed. These discoveries cannot be confined to one nation and their object of wholesale destruction will be much more completely achieved hereafter even than in this war.—Lord Grey, 1918.

Dr. Horrak, of Prague, who claims to have discovered a process for making unbreakable glass, was forestalled in this invention 2,000 years ago, but the secret formula perished with its inventor. Don Cassius relates in his Roman history how a man presented himself before Tiberius with an unbreakable glass drinking vessel he had made. He dashed it to the ground and otherwise ill-treated it with no result except a dent here and there, which he remedied with a few blows from a hammer.

Tiberius, however, saw not the marvel of the glass, but the probability of its adverse effect upon the price of gold and silver. "Does any one else know your secret method of making unbreakable glass?" he demanded.

"No," replied the inventor. Whereupon the emperor had him executed with neatness and dispatch.

Henry Ford has revolutionized the system of conducting logging camps.

When Ford started lumber production, besides carrying on operations in a progressive manner, he gave consideration to the accommodation and comforts of the men in his lumber camps at Sidnaw and Ontonagon.

The men now enjoy all the comforts of a real home. In the old days the men slept in dirty bunks with straw for mattresses, ate food that was good, bad and sometimes worse, were paid low wages and were forced to read by lamplight, providing they bought their own reading matter.

Now it is different. The buildings are equipped with electric lights, reading room, dining tables and writing desks. Each man has his own bed, not a bunk, equipped with a mattress, sheets, blankets, comforter and pillows.

And last, but not least, there are bathrooms. Now every man takes a bath at least once a week and has a complete change of clean clothing to put on. In the old days, many a lumberjack would go into the woods in the fall and not take a bath until the camp broke up in the spring.

Thousands of miners in some of the largest mines of Cape Breton Island stood idle with bared heads for twenty-one minutes from 11 a. m. February 17th in response to a request from Phalen and Harbor locals of the United Mine workers of America, district 26.

Two minutes of the time was in memory of the soldier dead from the pits who fell overseas, and one minute each was observed for the nineteen men now held at Sydney jail charged with complicity in the recent New Aberdeen riots, when Dominion Coal Company's stores were looted of \$80,000 worth of goods.

The action of the collieries is explained in a long resolution which in brief sets forth that "whereas men are imprisoned for taking food which they are unable to obtain in any other way, though Canadian storehouses are bursting with supplies, and whereas such conditions were supposed to be eliminated by the sacrifices made by the miners who fought on Flanders fields, the living miners take this method of showing that though politicians and governments may have forgotten these sacrifices, their former comrades have not done so."

A "bread war," staged by the bakers of Swansea, Wales, and brought on primarily by a catering firm that reduced the price of a loaf of bread by two pence, has reached an acute stage, with the prospects, before a settlement is reached, of involving others than those directly interested in the baking business.

When a catering firm recently announced the reduction in bread prices from tenpence to eightpence, the price prevailing in London—Welsh millers retaliated by cutting off the firm's supply of flour. This action, it was reported, was brought about by pressure from the master bakers, who, it is said, threatened to boycott the millers. The bakers then came to the front and declared that they would see to it that the catering firm received an adequate supply of flour, and, it is said, rather than see the originators of the lower prices go down to defeat, will call out the men employed by the master

bakers. The master bakers, to meet the cut in prices, went the caterers one better and have been selling bread outside the caterers' shops for sixpence a loaf. The public, apparently sympathetic towards the price-cutting firm, is not buying the sixpenny loaf.

Bavaria is a paradise for political prisoners, according to statements made in a debate in the Munich diet. Under the leadership of Ernest Toller, a radical poet and communist, who is serving a sentence of several years in the fortress of Niederschoenfeld, a "hobo ball" was given between Christmas and New Year's, lasting four days. During that time the prisoners ran around masquerading as kaisers, princes, famous generals and other royalist characters. At the same time they consumed immense quantities of food and liquor, including champagne.

The communists of Germany played Santa Claus for their imprisoned comrades and on Christmas morning the men found in their stockings 21,000 marks in cash and almost three tons of delicatessen, including every kind of alcoholic beverages, smokes and other "liebesgaben."

"The prisoners are getting as fat as pigs," complained one reactionary parliamentarian, referring to the fact that one prisoner had put on fourteen pounds in the last two months. "If you don't stop this the other radicals will find the vocation of political prisoner so attractive that they will fight to see who can get in wrong with the Government first and be sent to Niederschoenfeld."

It is, however, reported that the Kapist leader, Von Jagow, who is serving a five-year term in Pomerania, has petitioned to be transferred to Bavaria, so the laugh may be on the reactionaries.

Relating some of his experiences as a traveling magistrate in New Guinea, Capt. C. A. W. Monckton tells us about fishing at East Cape, where, he says, codfish is more dangerous to the diver than the shark. The shark is a coward, but the codfish is quite fearless. The codfish,

is afraid of nothing, and will nose up to a diver, smell round him until it discovers his naked hands, and then bite them off, says Capt. Monckton. Owing to this unpleasant trait on the part of the codfish, the first and important duty of a diver's tender is to wash the former's hands thoroughly with soap, soda and warm water before he descends, in order to remove any trace of perspiration or grease from them. A diver's hands are the sole portion of his body outside the diving suit, the dress ending at the wrists, where thick India-rubber bands prevent the admission of water and expulsion of air. Should a diver meet a large groper, the only thing to be done is to either ascend 20 or 30 feet and drift out of the short-sighted fish's range of vision or, if there is no tide or current, rise to the surface. Then he can lower a dynamite cartridge or two, which will either kill, wound or frighten the beast away. A groper will never pursue a diver or leave the bottom. It is sluggish in the extreme. These fish grow to an immense size. Capt. Monckton says he has himself seen a fish so large that, when his mouth was open, the lower jaw was on the bottom and the upper jaw above the level of one's helmet.

At last Congress is showing resentment at the humiliations heaped upon it by the Supreme Court. The recent decision declaring unconstitutional the Arizona statute embodying the provision of the Clayton bill forbidding courts to issue injunctions in labor disputes is the last straw. The champions of State rights realize that if that decision stands, their cause is lost. Congressman McSwain of South Carolina has introduced a bill which provides that at least seven of the nine justices shall concur before an act of Congress or a statute of a State Legislature may be declared unconstitutional. Discussing the repeated "five-to-four" decisions of the court, Mr. McSwain points out that a bootlegger cannot be convicted unless the jury is unanimous, while the will of the majority of the people of the United States or of a sovereign State can be set aside by a majority of the nine members

of the Supreme Court, that one man can and does overrule the American people. If this usurpation by the Supreme Court of the power to legislate is permitted to continue representative government has ceased to exist. Mr. McSwain's bill would lessen the evil, but the real remedy is to strip the court of its assumed power to pass upon the constitutional validity of measures enacted by Congress and the State legislatures.—*Painter and Decorator*.

A decision to ask the Attorney-General of Nova Scotia and president of the Nova Scotia Barrister Society to proceed at once against W. U. Cotton, editor of the *Maritime Labor Herald*, for alleged seditious libel, was reached by the Cape Breton Barristers' Society at a special meeting held at Sydney, N. S.

The action of the society has resulted from articles appearing in the *Labor Herald*, a weekly paper published at Glace Bay, in which the bench and bar are attacked, and an alleged exposure of methods of appointing judges and handing down judgments is printed.

County Judge Duncan Finlayson is specifically attacked under the nickname of "Suspended Sentence Finlayson."

The *Labor Herald* was founded a few weeks before the last general election, and the United Mine Workers of District No. 26 own about 60 per cent of the stock. W. U. Cotton, the editor, is himself a barrister and formerly conducted at Montreal a paper known as *Cotton's Weekly*.

The articles which caused the action of the Bar Society charged that judges are appointed as a reward for their political activities on behalf of "the master class" and that they are expected to continue these activities on the bench by handing down decisions in favor of those who put them there.

Once upon a time there was a very patient and strong Ass, who bore his burdens without murmuring.

His master, however, not content with the load the Ass carried, heaped still fur-

ther things upon him, until the sweat poured out of the unfortunate animal in streams as he plodded on his journey.

Then a strange thing happened. Blinded for a time by the salty sweat that ran into his eyes, the Ass found that his eyes were being washed free from grime and dust; he began to see more clearly; in fact, quite a new and strange vision came to him.

The Ass was changing by reason of a waking intelligence. He was developing from an Ass into something human. By and by the process was completed, and, being a man and no longer an Ass, stood upright on his feet.

What happened then? Simply this, that in the process of assuming his manhood and standing upright, all the frightful burdens that were on his back tumbled off, leaving him free and untrammelled.

The moral is that when the workers stand straight up in their dignity as men, that moment the multitudinous burdens that they have carried for so long will fall from their backs.—*The Advocate*, Brisbane, Australia.

Maine is faced with having to dump probably 9,000 carloads of its 1921 potato crop, it is estimated by persons closely in touch with the situation. They base their opinions on the statistics now available, covering the period up to January 7th.

In 1920 Maine's potato production was 22,000,000 bushels, which was equal to 31,000 carloads. Of that quantity 7,000 cars had been shipped up to January 7th, keeping on hand the balance of 24,000 cars for future shipments. The 1921 crop was 37,000,000 bushels, the equivalent of 53,000 carloads. Figures show that up to January 7th last 16,000 carloads of potatoes had been shipped out of Maine, which left a balance of 37,000 carloads still on hand, or 13,000 more than the same time last year.

The statistics further show that of the 1920 crop 3,790 carloads were "dumped" by the growers and dealers; that is disposed of at low prices, to starch factories and otherwise, or literally dumped. Now,

with 13,000 more carloads on hand than at the same time last year, Maine is faced with dumping approximately 9,000 carloads of her 1921 potato yield even if she ships at the rate of 150 cars per day until the first of June, as she was able to do last year.

In his dissenting opinion, agreed to by Justice Hallan, Judge Dibble opposed the majority opinion that labor is a commodity and is therefore amenable to the state anti-trust law.

Judge Dibble called attention to a former decision by the court in the case of the Duluth Board of Trade, which fixed charges for the service of the members of the board. The State Supreme Court at that time held that this was not a violation of the anti-trust law. The court said: "Labor, whether physical, intellectual, or a combination of the two, is not by any fair rule of construction 'an article of trade, manufacture or use,' or an 'article, commodity or utility' which 'enters into the manufacture of any article of utility' within the meaning of those words as used in the statute."

"It is going a long way, so it seems to me," said Judge Dibble, "for equity to restrain the peaceful activities of labor or to supervise the conduct of a trade paper in the midst of a class struggle."

The decision means that injunction judges in Minnesota may gag any protest of workers against wrongful conditions.

In the Granite City and Truax cases the United States Supreme Court made a pretense of permitting picketing and boycotting—if conducted in a harmless manner.

The Minnesota State Supreme Court wastes no time in assuring workers of rights, then taking these rights from them.

The Central Committee of the Belgian Manufacturers' Association has submitted to the Belgian Premier, in view of the Cannes Conference, a short memorandum on the industrial position in Belgium. According to this document, Belgium would have to produce much and cheaply if, as in former times, thanks to the low cost of production, she is to sell her goods

in foreign markets. In the opinion of the manufacturers, however, many causes are contributing to an increase in the cost of production instead of effecting a reduction.

One of the outstanding causes of this, they allege, is the delay in the payment of the German reparations payments, although "Belgium has again brought her industrial equipment fully up-to-date" in spite of this.

Furthermore, "in the opinion of the Belgian Manufacturers' Association there are also other reasons, namely, the social reforms which have been introduced in recent years. These are set forth as follows:

"The 8-hour law, which is applied without discrimination and elasticity to all industries, and encourages a diminution of production more than in the case of our competitors elsewhere.

"The payment of unemployment donations without discrimination or moderation even in the event of strikes, whereas the payment of unemployment donations is entrusted to the trade unions, who use this privilege as a means of propaganda but fail to do anything to combat work-shyness.

The Swiss Railwaymen's Journal "Der Eisenbahner," reports that: By resolution the Confederal Council has authorized the Swiss Department for Workers in the State Service Labor Office to investigate the question as to how the Saturday afternoon holiday can be "compensated" in the various administrative sections of the confederation and on the Swiss Confederal Railways. Investigations are now being conducted in the various departments with regard to this matter. It is intended to extend the daily turns of duty in such a way that the work should be commenced earlier in summer, and finished later in winter. The trade unions will give the matter their attention and will oppose the proposed extension of working hours and the abolition of a privilege which has been established by custom.

Instead of effecting economies by an extension of working hours and by the

dismissal of employees, suggestions are made for a currency reform, reduction in the rate of interest for the debts contracted by the state and cantons, and increased taxation of large capital. The "compensation" for the Saturday afternoon holiday is being opposed for the following special reasons:

1. Any worker who actually works eight hours per day throughout the week does a sufficient day's work if the number of working hours on a Saturday does not exceed four.

2. Working shifts of seven hours can yield, as proved for instance by the Taylor System, a greater output than an eight-hour shift, not to mention a nine-hour shift.

3. There can consequently be no question of effecting any saving in the number of men employed if the "compensation" is reintroduced.

4. The conviction prevails that the foregoing is the beginning of a policy for the worsening of working conditions where the least resistance is to be expected.

By a 3-to-2 vote the Minnesota State Supreme Court has upheld Judge Bardwell's injunction against workers picketing the Wonderland theater in Minneapolis, Minn., or even announcing in the Labor Review that the theater is unfair to organized labor.

Because they refused to accept this denial of free speech and press, Lynn Thompson, Leslie Sinton and Dan Stevens, officers of the central body, and R. D. Cramer, editor of the Labor Review, were each fined \$125, to be paid as damages to the theater owner, and an additional \$100 to his attorney. The workers again refused to obey the court and served two months in jail, when they were released pending appeal.

The State Supreme Court upholds Judge Bardwell's injunction except that portion which calls for damages. The gag on the Labor Review, the stoppage of picketing and the order to pay the attorney for the citizen's alliance are all sustained.

The Supreme Court held that the injunction was justified by the state anti-

trust law and by the recent decisions of the United States Supreme Court in the Granite City (Ill.) and Truax (Ariz.) cases.

In defending its attack on free press, the court said that statements by the Labor Review "injured the plaintiff's business" and though the court stopped the publication of these statements "this did not deprive defendants of the freedom of speech guaranteed by the constitution."

Equally naive is the court's definition of the term "trade," which the United States Supreme Court has ruled does not include operating a theater. To overcome this handicap, and keep the case within the state anti-trust law, the State Supreme Court says:

"The word 'trade' is used in the statute in its broad sense and is not restricted to trade involving useful commodities."

Attempts have been made to brand Australian workers as enemies of industrial progress, because they are opponents of the present unsystematic way in which emigration to Australia is being encouraged. The Australian Labor Leader, Charlton, stated the case against emigration in a speech in Parliament, and laid down the conditions under which the Australian workers would be in favor of emigration:

"The position I take up is that, at this juncture, we are not justified in encouraging immigration in view of the fact that we have thousands of unemployed.

"In Australia today we are just feeling the after effects of the war, which have long since made themselves manifest in other parts of the world. Great Britain today has many thousands of unemployed. The British Government are desirous of providing for their emigration, but the workers and their representatives there urge that it is useless to send men to other lands where there is already much unemployment. They are consequently asking the Government to support them. That is a right position to take up. We are not justified in bringing men here unless we have a well organized scheme to provide for their absorption. We cannot hope to find employment for

immigrants who are brought here promiscuously. At the premiers' conference, held a fortnight ago, this question was discussed, and according to the official report it was agreed that the States and Commonwealth co-operate, on conditions approved by both, with a view to providing:

"For employment being found for the immigrant in the preparation of land for settlement, and

"For subsequently affording him an opportunity of settling upon such land;

"The States to submit concrete schemes, the Commonwealth to borrow the necessary money if such schemes are accepted.

"That is a proposal for a scheme to deal effectively with immigration, but until such a scheme is prepared we shall not be justified in assisting immigrants to Australia."—*Labor Call*, Melbourne, Australia.

BE A MAN

'Tis not enough to sit at home and say:
 "The thing is rotten;"
 It is because by men like you
 Their duty to the state
 Is oft neglected and forgotten,
 That power is vested in a selfish few,
 Do not presume to criticise or blame;
 Your own indifference
 Is still greater cause for shame.
 To say you have no time
 Is hollow subterfuge,
 You know full well
 That if you would, you could;
 But it's easier to shirk
 And let others do the work,
 While you complain.
 Grumbling alone
 Will never win reforms,
 Or right men's wrongs.
 'Tis those who back their protests
 With their deeds
 And with their efforts
 Parallel their prayers,
 Who give the nation the relief it needs.
 Don't be a simple knocker!
 Be a man!
 To every duty true.
 Declare yourself!
 Then take a stand
 With those who fight to free the land
 From the grasp of the pirate crew
 Who, but for your neglect, and mine,
 Would ne'er have been allowed to climb
 And seize the reins of power.

—*Knickerbocker Press.*



PERSONAL MENTION



BIRTHS

The following births have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

- BAYLES**, Bro. and Mrs. R. E., of Newton, Ill., a girl.
BOULAND, Bro. and Mrs. A. D., of Elva, Ky., twin girls.
DARHAM, Bro. and Mrs. J. E., of Laurel, Montana, a boy.
DONOVAN, Bro. and Mrs. A. A., of Ewing, Indiana, a girl.
GILMORE, Bro. and Mrs. Nat. M., of Bowling Green, Ky., a girl.
HEARN, Bro. and Mrs. L., of Wiggins, S. C., a boy.
HOBBS, Bro. and Mrs. F. G., of Genoa, Colo., a girl.
LACHANCE, Bro. and Mrs. J. E., of St. Casimir, Qué., a boy.
MAGEE, Bro. and Mrs. E. B., of Riverton, Ia., a boy.
MEACHAM, Bro. and Mrs. L. H., of Toledo, Ohio, a girl.
OLESEN, Bro. and Mrs. J. G., of Limon, Colo., a girl.
REISENER, Bro. and Mrs. H. G., of Hayland, Neb., a girl.
SONNEMAN, Bro. and Mrs. G. W., of Milwaukee, Wis., a boy.
WATSON, Bro. and Mrs. R. L., of White City, Kan., a boy.
WELLS, Bro. and Mrs. J. N., of Lee, Fla., a boy.

MARRIED

The following marriages have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

- BRADY**, Bro. E. T., of Div. 4, and Miss Florence S. Carlson, at Bigelow, Minn.
BROUGH, Bro. Harry, of Div. 37, and Miss E. M. Wiper, at New York.

- HACKER**, Bro. M. S., of Div. 36, and Miss Tillie Butler, at Cass, Indiana.
HOOVER, Bro. C. A., of Div. 33, and Miss Myers, at Erhart, Ohio.
LAGANIERE, Bro. S. C., of Div. 7, and Miss Corine Brunelle, at Montreal, Que.
OLINGER, Bro. W. R., Div. 59, and Miss Ruth White, at Washington, D. C.
TRAINOR, Bro. M. K., of Div. 36, and Miss Berenice Scott, at Dalton City, Illinois.
THE RAILROAD TELEGRAPHER extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

- ALBRED**, Bro. J. S., of Div. 15.
BANKS, Bro. O. D., of Div. 172.
BARTH, Bro. Geo., of Div. 44.
BERRY, Bro. Robert Edward, of Div. 6.
CHIPMAN, Bro. Rhodes R., of Div. 37.
FOSTER, Bro. A. H., of Div. 53.
GERMAN, Bro. Frank, of Div. 124.
HEGENER, Bro. F. W., of Div. 18.
HEQUEMBOURG, Bro. F. W., of Div. 27.
MILLER, Bros. Thomas L., of Div. 93.
POTTER, Bro. T. C., of Div. 37.

HOWARD, mother of Bro. H. S., of Div. 30.
KEITH, mother of Bro. J. W., of Div. 37.
PORTER, mother of Bro. R. E., of Div. 29.
RITTER, mother of Bro. A. F., of Div. 37.
SINNOTT, mother of Sister S. M., of Div. 44.

- OTT**, father of Bro. C. W., of Div. 172.
SUTTON, father of Bro. Wilbur J., of Div. 30.

- BENEDIOT**, wife of Bro. James, of Div. 19.
COLMEY, wife of Bro. J. E., of Div. 23.
ORELUP, wife of Bro. Warren, of Div. 35.
STOVER, wife of Bro. Roy D., of Div. 35.
THOMAS, wife of Bro. H. S., of Div. 6.

MEREDITH, daughter of Bro. F. L., of Div. 23.

PYRON, daughter of Bro. R. B., of Div. 59.

FIELD, infant son of Bro. R. R., of Div. 37.

FRIDLEY, son of Bro. L. R., of Div. 35.

HENDERSON, son of Bro. A., of Div. 37.

LILLEY, sister of Bro. E. J., of Div. 10.

BRYANT, grandmother of Bro. S. E., of Div. 58.

BUREL, father-in-law of Bro. W. E., of Div. 65.

The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Address of Lee A. Higden, who in 1907 or 1908 was telegraph operator on Santa Fe in Colorado. Anybody knowing his whereabouts will confer a great favor by writing

C. A. S.,
413 Fulton St.,
The Dalles, Oregon.

Would like to hear from anyone having in his possession one or more copies of the old *Railroad Man's Magazine*. At one time published by the Munsey Publishing Co., I believe.

R. L. DENTON,
Roanoke, Texas.

Wanted—All members in Cleveland, Ohio, territory to know that the regular joint meetings of all roads entering Cleveland have been discontinued. Special meetings will be called from time to time as needed.

Whereabouts of Robert J. Humphreys, formerly employed on the Southern Railroad. Mother very anxious to hear from him.

H. G. ALEXANDER,
Gen. Chair., Div. 59,
307 Amer. Exch. Nat'l Bank Bldg.,
Greensboro, N. C.

Bro. P. C. Minner, day operator St. Paul, Nebraska, U. P. R. R., wishes to trade po-

sitions with some operator on Colorado Division. Five years' seniority.

Whereabouts of Operator Culberson. Last heard of working at Cushing, Oklahoma, in 1917. If you see this SN please drop your old friend KN a line.

L. C. BRICKLEY,
Red Rock, Oklahoma.

LOST OR STOLEN

Year, 1920.

Name.	No.	Cert.	Div.
Jos. Steffire.....	1124	341	23

Term Ending June 30, 1921.

Name.	No.	Cert.	Div.
F. W. Wickenburg...	1799	150	172

Year, 1921.

Name.	No.	Cert.	Div.
Jos. Steffire.....	2453	341	23

Term Ending December 31, 1921.

Name.	No.	Cert.	Div.
F. D. Ellis.....	14163	2813	1
F. W. Wickenburg...	3861	150	172
J. J. Kobza.....	30253	968	39
C. A. DeTurk.....	55708	1202	10
J. O. Bradford.....	25686	116	59
R. K. Reifsnnyder....	45660	465	17
H. R. Brown.....	45648	407	17

Year, 1922

Name.	No.	Cert.	Div.
O. E. Maddock.....	1603	675	85
H. J. Bullock.....	155	62	23
A. Younker.....	938	1208	54
C. F. Diehl.....	3089	738	6

Term Ending June 30, 1922.

Name.	No.	Cert.	Div.
J. E. Bell.....	10775	1019	29
A. H. Allison.....	7079	1333	32
G. W. Syers.....	9162	2561	42
T. E. Shorr.....	8661	589	96
J. J. Kobza.....	17381	968	39
W. H. Combs.....	15033	2666	58
A. G. Singleton.....	8162	2402	35
J. H. Grabel.....	7056	256	32
R. F. Bell.....	14840	125	32
P. F. Schnur.....	2160	2547	G
H. W. Dupree.....	4362	1974	28
J. R. Jones.....	9628	1540	7
E. P. Embry.....	5958	37	185
O. D. Gorman.....	21455	40	146
R. B. Edgar.....	36001	887	172

CARD OF THANKS

The following desire to express their thanks to members of the O. R. T., who have so kindly aided, in various ways, those suffering loss of relatives and friends, or for kindnesses shown and services rendered during illness of those named:

W. T. Herron, Carnegie, Pa..... 17
 E. W. Rudd and family, St. Paul, Minn. 96
 J. L. Phillips, Alverdtton, O..... 26

Div.

H. S. Thomas, Plainville, Kan..... 6
 Mr. and Mrs. A. Licht, Fulton, S. D.... 4
 James Benedict, Old Road..... 19
 R. D. Stover, Topeka, Kan..... 35
 Children of W. C. Groos..... 22
 Warren Orelup, Pratt, Kan..... 35
 W. E. Rurel, Kansas City, Mo..... 65
 Mr. and Mrs. F. L. Meredith, Webster,
 Iowa 65

OLD EARTH?—YOUNG EARTH!

By CHARLES MACKAY

Old Earth? Young Earth!—through myriad years,
 Since Time's primeval morn,
 She may have bloom'd amid the spheres
 Before a man was born!

Six thousand years! what have they brought,
 O, poor ephemeral man?
 Go, reckon centuries by thought,
 Thou'lt find them but a span.

Go reckon time by progress made,
 And lo! what ages pass,
 Swift as the transitory shade
 Of clouds upon the grass.

The myriads, seeking to create
 An idol to adore,
 Have made their God a God of Hate,
 And worship'd him with gore.

And living multitudes have heard
 That Love is Nature's plan,
 Yet shut their souls against the Word
 That teaches love to man.

But there is progress in the spheres,
 The glorious Earth is young;
 The seed has lain six thousand years,
 The tender shoots have sprung.

Young Earth!—her sad six thousand years,
 Now passing swift away,
 Are but her infancy of tears—
 The dawn before the day.



LADIES' AUXILIARY



A judge in court dismissed a woman from the witness stand with a reprimand, says a news item, because her skirts were, in his opinion, too short. A great many judges seem to regard themselves as monarchs, ready to make a law and execute it in the twinkling of an eye.

We are making no attempt either to justify or condemn short skirts. The objectionable phase of the incident is that the judge had absolutely no right to humiliate the witness in the manner described.

Laws and ordinances we have in great abundance, including such as define the limits of propriety and decency in dress. It is our contention that the law is operative in the court room as elsewhere. This woman appeared in public without molestation, because she was violating no law, but in the court room she encountered a new lawmaker, one who had usurped power; one of the kind who hand out injunctions against labor. It is an echo from the middle ages, when brutal tyrannies were practiced against the common people to keep them in awe of the courts. Now, instead of creating awe and respect, they create only contempt.

The year 1921 just passed into history has not been a very good one for labor. We have had bad years before in the long struggle for betterment. So we are not in the least daunted, but face the new year smilingly in the full knowledge that the tide will soon be turned, and that we will be progressing as before. Our temporary defeat and hardships are but a part of our education. An education is a different thing entirely from that which one gets by going through college, which

is simply a training to perform some service, useful or otherwise, by which one can make a living. A dog or a monkey may be trained to do something useful or otherwise, but may not be educated. Most working people's education is had from impressions received from contact with the world, rather than from books or school. A real education embraces a knowledge of the why and wherefore of the conditions we face. It embraces the faculty of reasoning logically. The ability to reason logically enables one to trace from effect to cause and vice versa.

Everything in the world, material and otherwise, is the effect of a cause. Causes, are in turn effects of other causes. Those who are taught these facts may learn in a short time that which requires years for others to learn in the hard school of experience. More and more workers are, every year, learning the complicated causes of industrial problems, and are strengthened thereby in their efforts to solve them.

Some facts apparent to all are: That this earth is by reason of improved methods, more productive than it ever was in the thousands of years of its known history; that the workers get a smaller share of the results of their efforts than ever before; that the workers outnumber all other classes.

How then is any group or class enabled to control the lives and destinies of a larger group or class? Certainly not by physical force.

The condition of the majority of the people of any society at a given time reflects the intelligence of those people, whether they have a popular form of government or are ruled by a tyrant.



The Non-Member Bold.

1.

Oh what shall we say to that non-member bold
 Who reaps where he sows not his ill-gotten gold—
 Who refuses to help put the harvest in store
 Tho' he claims equal share shall be laid at his door?
 While others work hard thro' the heat of the day
 He sits in the shade but he draws the same pay
 As the man who has labored thro' all the hard years
 To build up a Union the Magnate well fears.

2.

From a slave drivers' job with its pauper pay
 The Union has brot us to a much brighter day.
 Some, foolish, deny, but I most stoutly affirm
 The heel of the Magnate would crush as a worm
 Were it not for the fact that in "Union is strength."
 They would make of us slaves—they would go the full length.
 Then who would turn back when the fight is near won?
 WHO? but a coward his duty would shun?

3.

Men, stand by your Order like those unafraid,
 Strike the Non off the list as he sits in the shade.
 No Card means no favors to him who has spurned
 That Order which love of all real men has earned.
 OH, SHAME on the man who his duty will shirk
 While he shares in the bounty for which others work.
 Come clean then, my Brother, don't sit in the shade,
 Do your part like a man among men unafraid.

4.

The Non-Union man who draws Union pay
 Is a Parasite bold, he can say what he may.

I would call him a Slacker in Labor's grim fight,
 For while others are fighting he keeps out of sight.
 'Tis time that some action be had in his case
 And I move that high treason we force him to face
 For a traitor he is to that cause we hold dear,
 While a Non he remains I would treat him severe.
 —CERTIFICATE 2672.

Fishing Reasons.

Fish can be bought in the market place,
 So it isn't the fish I'm after;
 I want to get free from the care-drawn face
 And back to honest laughter.
 I want to get out where the skies are clean
 And rest by a river's brink,
 I want to get out where the woods are green
 And I want a few hours to think.

Oh, it isn't fish I'm greedy for,
 It's the chatter and song of the birds,
 And the talk of the trees that I've known before.
 I am weary of selfish words.
 I want to stretch out, just my soul and I
 In a place of strife afar,
 And let a few care-filled hours pass by
 As I think of the things that are.

Oh, it isn't the fish that I go to get,
 Though there's joy in a swishing line,
 And a splendid thrill when my grip I set
 And a small-mouthed bass is mine!
 But my soul seems cramped in the stifling air
 That is heavy with talk of grain,
 And I want to get out where the world is fair
 And there isn't so much of pain.

Fish can be bought in the market place,
 But I long for the running streams,
 I want to be free from the care-drawn face
 And the city of dreadful dreams.
 I want to stretch out, just my soul and I,
 And be, as a few mad hours rush by,
 As I was in the days of yore,
 On a sun-kissed river shore.

—Selected.

"Dad and Me."**OLD BUSINESS.**

I left my dad, his farm, his plow,
 Because my calf became his cow;
 I left my dad—'twas wrong, of course.
 But my pet colt became his horse;
 I left my dad to sow and reap,
 Because my lamb became his sheep.
 I dropped my hoe and hit New York,
 Because my pig became his pork;
 The garden truck I made to grow,
 Was his to sell and mine to hoe;
 Believe me, too, I had to hoe—
 There was no riding down the row.

NEW BUSINESS.

With dad and me it's half and half,
 The cow I own was once his calf;
 I'm going to stick right where I am,
 Because my sheep was once his lamb.
 I'll stay with dad—he gets my vote,
 Because my hog was once his shote.
 No town for me—I'll stick right here,
 For he's made me a tractor-engineer.
 It's "even split" with dad and me
 In a profit-sharing company.
 We work together from day to day.
 Believe me, boys, it's the only way.
 —*Calgary Herald.*

All of Us.

This incident I'll tell you
 Is all very true.
 It happened near Billings,
 On the C. B. & Q.
 When a flea and a fly
 Flew up in a flue
 On an old squaw engine,
 The nineteen thirty-two.

Said the flea to the fly,
 "What shall we do?
 The Pirate crew
 Has got us, 'tis true."
 "Let's flee," said the fly;
 "Let's fly," said the flea,
 So they argued the point
 And did finally agree.

"Our clothes, our grub,
 Our jobs are shot,
 And the flues on this engine
 Are pretty darn hot."
 So they fluttered and flew
 Right up the hot flue.
 You surely can't blame them
 There was nothing else to do.

Read *Labor*, my friends,
 If you want to go right
 With the rest of the boys
 That are holding on tight.

—E. L. S., 1914.

Jazz.

O mix the cries from Erebus with Geiert's
 dying yell,
 And groanings from olden inquisitorial cell;
 The screams that gash the carnage when the
 lid is lift off hell;
 And brim the gruesome cauldron from Poe's
 alarm bell!

This indicates the music of the Jazz,
 But cannot match the madness,
 The mystery and sadness
 That jink, and jump, and jumble in the Jazz.

Saturnian, long ere Orpheus
 Tuned his first Pagan lute,
 Before the Saxon wore a skin
 Or Teuton vanquished Jute;
 It charmed the Witch of Endor,
 It soothed the heart of Saul.
 It thrilled the warrior Briton,
 And tamed the brutal Gaul.
 'Twas heard in crashing thunders,
 In tortured ocean's roar,
 In wall of wounded mastodon,
 And death shriek of the boar.
 Wayward lightnings flicked its path
 Zigzag across the sky,
 While tempests bawled its birthsong—
 A blatant lullaby!

To trap it and to train it long did the ancients
 puzzle,
 But wicked moderns caught it, tho' now they
 cannot muzzle
 The weird and goulsh discords that patient
 ears still frazzle—
 Lo, demons round the cauldron prance in riot,
 razzle-dazzle!

This delineates the genesis of Jazz;
 The audacity and badness,
 And palpitating madness
 That jangle, wrangle, mangle in the Jazz!
 —VAN SHORT, in *Rhodesian, South Africa,*
Railway Review.

Us Humans.

We're hardly ever satisfied. We couldn't
 be if we even tried. When times are slack,
 alas! alack! How we swear and how we
 quack. When things are going with a rush,
 then we put on a long-faced mush. We wish
 for times when things were slow when they
 get too much on the go. If uncle wills us all
 he's worth, as he departs this sad old earth,
 we feel put out and kind of sore that he
 didn't leave a million more. But if we lose a
 plunk or two, as we are sometimes apt to do,
 the things we think and sweetly say are
 heard two hundred miles away.

We're hardly ever satisfied. We couldn't be
 if we even tried. It matters not how things
 turn out, we cuss and kick and loudly shout.

—H. A. HOBBS.



SMILEPOSTS



Watching the Overhead.

A certain Welsh boarding-house keeper knew something about the depreciation of machinery. The following is a copy of a bill she handed to a paying guest:

To six eggs at 4d each, 2s.

To wear and tear of hen, 6d.

One Way Certain.

The superintendent of the village Sunday school, and also its only doctor, was questioning a class upon their lessons.

"Willie, what must we do in order to get to heaven?"

"We must die," was the practical reply.

"Yes, but before we die?"

"We must get sick, and then send for you."

Nothing Doing.

"Mandy, I thinks I'se gwine put on my bes' clothes and go down to de theayter ternaight to see de chorus ladies dance."

"Rastus, lisen heah. If dat am whut you thinks, then youh'd bettah think agin'. Niggah, yuh ain't gwine put on nothin' to go no place no time to see nobody do nothin', never, nohow an' not at all. Does yuh understan'?"

Come Again.

A motorist who was touring in Ireland one day met a native who was driving a donkey and cart. Thinking he would have a little fun at his expense, he began:

"What is the difference, Pat, between your turnout and mine?"

The native looked at the questioner a minute or so, and then replied:

"Not a great deal. The donkey's in the shafts in the one, and on the seat in the other.

The motorist asked no more conundrums.

Fowl Play.

An expedition was sent to one of the Southern States to observe an eclipse of the sun.

The day before the event one of its members said to an old negro belonging to the house where he was staying: "Tom, if you will watch your chickens tomorrow morning you'll find that they'll go to roost at 11 o'clock."

Tom was skeptical, but, sure enough, at the time predicted the sky darkened and the chickens retired to roost. The negro, amazed beyond measure, sought out the scientist.

"Perfesser," he asked, "how long ago did you know dem chickens would go to roost?"

"About a year ago," he replied with a smile.

"Well, if dat don't beat all! Why, perfesser, a year ago dem chickens wasn't even hatched!"

Talked to Death.

A man in a barber's chair had a big claw on his watch chain.

"Bear's claw?" asked the barber.

"Yes."

"I suppose you killed it yourself, sir?"

"Yes."

"Out in foreign parts, sir?"

"Yes."

"How many shots did it take to kill him?"

"None."

"My goodness! Did you kill him with a knife?"

"No."

"Heavens! With your bare hands, sir?"

"No."

"Then—then—er——"

"I talked that bear to death," said the man in the chair.

A MISPLACED FIRST CHILD.

A Great Bend woman, mother of several children, told a young couple who had none that they should adopt her youngest child, "for," she said, "he makes an ideal first child. He can cry and hold his breath the longest, and do such things that would scare new parents into fits. He is, as I said, an ideal first child and it seems a pity you can't have him, for he can't get by with that stuff with me."

Fare, Please!

"Fare, please! Fare!"

The passenger gave no heed.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term, 'Fare,' said the conductor, "I imply no reference to the state of the weather, the complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service vouchsafed by this philanthropic corporation. I merely allude in a manner perhaps lacking in delicacy, but not in consciousness, to the monetary obligation set up by your presence in this car, and suggest that you liquidate."

At this point the passenger emerged from his trance.

A Real Genius.

Havana, Mo.—A new flivver invention was displayed on the street here by a man giving the name of Ole Olson.

The invention is patterned after a street car guard. When the driver runs over a chicken or turkey the fender scoops up the bird, runs it past the engine fan, which is arranged with knifelike blades that dress, clean and cut up the fowl. The victim then lands in a pan attached to the engine, where it is cooked by heat from the exhaust pipe. Water from the radiator slowly drips on the bird so that gravy is made.

Several prospective buyers of stock in the invention made a trip through the country. On their return, when the hood of the engine was raised, more than 30 pounds of dressed, roasted meat was found.

A DISEASE.

On an occasion Will Crooks was traveling with an elderly South African farmer, who had offered to give him a lift on the road.

"And what is your business?" asked the farmer of Mr. Crooks.

"Me? I'm a professional man."

"What profession?"

"I'm a politician."

"That's not a profession," was the farmer's reply; "it's a disease."

When the Worm Turned.

Bernard Shaw, whose new play, "Back to Methuselah," takes three nights to act, once in his days of poverty and struggle, visited Beerbohm Tree and tried to get him to put on "Widowers' Houses," a play about grasping landlords; but Tree, after reading the manuscript, handed it back and said in his lordly way:

"This won't do, you know. Much too modern. Besides, we only produce Shakespeare at His Majesty's Theater now—and Shakespeare's dead, you know."

"Dead—yes, he's dead," Shaw retorted with his briskest, blandest air, "but that doesn't prevent you from murdering him six nights a week and twice on Wednesdays and Saturdays, does it?"

Filling Out Blanks.

He is one of our prominent manufacturers. The other day the traffic officer in Wyandotte stopped him for traveling too fast in his automobile.

"What's your name?" asked the officer. He told him.

"How do you spell it?"

He told him that, too.

"Where do you live?"

"Are you married?"

"Have you any children?"

"What are their names and ages?"

"Say," screamed the manufacturer, "what's the sense of asking me a lot of fool questions like that?"

"Well," smiled the officer, "I applied at your factory once for a job and the bird in the office asked me all those questions and a lot more. I thought they were foolish, too."—*Detroit Free Press.*



TO THOSE WHO WRITE.

It is presumed that all who write for this department are desirous of seeing what they write reproduced herein. If they do, then they should note the following rules:

Write on one side of page only. Double space your typewritten matter and leave a margin on each side of typewriting. If you use pen or pencil leave good space between lines and also leave margin. If you use printed letterhead paper, use reverse side for matter intended for publication. Begin your first page about three inches below top, leaving the three inches blank so that the editor may have some space in which to make notations for printer and write head. If you want to tell the editor what to do with article, use a separate sheet and attach article thereto.

Do not abbreviate nor throw in quotation marks at random. Abbreviations are not always understood and the editor is compelled to "spell them out," thereby taking a long chance. Spilling quotation marks all over the scenery simply clutters up copy and makes it difficult for editor, printer and proofreader to know where they're at. There are other keys on a typewriter to play with. Give quotation marks a holiday and leave it to the editor to do the necessary in that respect. The liking for decorations in that form causes real, solid meaning to be obscured.

If the rules are not lived up to, it will be presumed that those sending in communications that do not conform thereto, merely desire the editor to read the article for the fun he, personally, gets out of it.

If you think your article worthy to be printed don't you think it worthy of some preparation before sending it in? Give it a chance to get by. Last call. All courtesies are hereby declared off.—Editor.

"UNEMPLOYMENT."

I wish to take exceptions to the remarks of Cert. 2248 in the January issue under the caption "Unemployment." It

seems evident that this brother, in an endeavor to substantiate, or, rather, add fuel to the argument of Cert. 2182, has deviated from the course. Certificate 2182 places the blame for the unemployed situation on the shoulders of the railroad magnates, the coal barons, oil condors, etc., while 2248 attempts to shift the cause to the door of the double salaried operator.

As he states a movement to create an extra operator position was defeated, as was a petition which had for its purpose the disfranchising of all lady operators whose husbands had employment.

Now let me portray this much abused extra man. Who comprises the extra men? Usually the youngest men on the road in point of service. As soon as the extra man comes to the division and gets a peep at the agreement, he is in a position to quote schedule with the best of us, and he begins demanding all that he is entitled to "right now."

From my own cognizance I have been unable to observe any philanthropic deeds, or any exuberant acts of a charity nature on the part of the extra man. The extra man is just as quick to demand his rights, protest a run-around or any other infringement of his rights, as is the regular man, or the double salaried man. I have failed to see any of them, although they were single men, relinquish their turn on the extra list to the next man behind him who might have a family with several children hungry for bread, as he puts it. Yet he thinks the regular man should lay off and give him work, and that the "family job" man should be content to have his wife relieved from the service to give the job to the extra man.

I know of several regular men who were extra men last year, still I notice

they are sticking pretty close to their regular positions, and they seem to be looking at the unemployed situation from the regular man's angle now, and present an entirely different attitude toward the extra man. So you see, when the situation is all brewed, the output shows that the regular man is no more avicious than is the extra man.

I am very sorry that there are not sufficient positions to accommodate the unemployed, and I am contributing my support by laying off once a year and sometimes more often, but I do not propose to be coerced or otherwise forced to lay off at a time I do not wish to, if I can prevent it.

It is with no feeling of egotism that I state "I am of the old school." I have undergone the tortures of many a twelve-hour night shift in the days when the switch lights and high light were day burners, and it was the night operators' duty to make both ends of the yard and fill these lamps daily, something akin to the fellow in heaven "wot hangs out the stars at night and brings 'em in in the morning." I am grieved to relate that the immense fortune I should have amassed on approximately 20 years on an operator's enormous salary, has been dissipated in riotous living, and to make amends, I am now, in my old age, begrudged a double salary, which might some day allow me to retire as one man who made enough off of the railroad company to spend a few years in comfort.

I don't understand this prejudice and jealousy. I came into possession of this "lure of the double salary" job by virtue of myself and wife bucking the extra list, experiencing the unpleasanties and inconveniences and hard knocks which go with bucking the extra list, and I see no reason why either of us should be expected to relinquish our holdings and waive the disadvantages and perseverance, of climbing the ladder as 'twere for the extra man and place him in a regular position. This would be about as fair as to expect the pioneer who crossed the plains in '49 to relinquish his claims to the gold seeker who came in 65.

I merely offer the foregoing to support my argument that I am entitled to what I have. I know of an extra man who in dull season took employment on a ranch. Now, personally, I admire him for being so energetic, while some might condemn him by saying he was invading the ranks of the farm hands and perhaps was keeping some sheep herder with seventeen hungry kids out of work, so you see it's all in the way you look at it.

I might correct a slight misrepresentation of facts in the article of 2248 wherein he states he relieved a sister who was sick a few days. I happen to be personally acquainted with this sister. The facts are this sister gave 2248 thirty-three days during this illness and thirty-nine days while on vacation. In all the sister lost 86 days during the year, and I doubt if 2248 lost this much on the extra list. If there was any lamenting on the part of the sister losing the time, I assure you she is wholly reconciled by now.

Now I suppose you kids of the younger school will have a lot of recalcitrative language in rebuttal of this argument. Remember, you have a wonderful future (behind you), and it will be encouraging when I tell you that I only have 20 more years to work until I'm pensioned and I stand a good chance of getting fired every day, and too many soldiers of fortune have died before they reached their goal, so you have three alternatives in your favor, so have courage.

Never mind, 2248, don't you cry,
You'll be a regular man bye and bye.

DAD PURYEAR.

WALL STREET AXE NICKED

Another month we have sojourned, during which our Wall Street friends' sharpened ax received some unexpected nicks, but the old handle (paid press) still intact, served as a cudgel to frustrate the offenders. However, Mr. McAdoo "pulled the pin" on their train of misapprehension, put his "B. O." mark on the most and "rip-tracked" the rest. Allowing the engine, only hitting on one side, to proceed "Bunk house" hop; a "hot one" squealing and a flat wheel skidding.

Only on the back pages of the larger daily papers could one find a half column or so about Messrs. McAdoo, Hines and Dr. Warner's testimony on the railroad problem before the Senate Committee Interstate Commerce. But on looking over their editorials, we find Mr. McAdoo was anointed to their liking with the oil and essence of propaganda.

Labor, February 11th, devoted nine columns to that hearing. Space would hardly permit more. *Labor's* editorial leaves the anointing to you, saying "If you are interested, write one of the U. S. Senators from your state for a complete copy of this hearing."

Such is the core of *Labor*. A paper that prints facts; whose editorials are not the effervescence of propaganda. A lobbyist report to the workingman. It's a poor hunk of cheese who don't need it. Who has no time to read it? CERT. 994.

ROOM FOR IMPROVEMENT.

In the January issue one brother signing "Cert. 1183" protested against the abolishing of the personal columns. I for one have always been in favor of abolishing the personals, such as "John Brown went to Podonk," but I would be in favor of mentioning in personal items those who are workers for the telegraphers' cause, those who are being promoted and of members who are real O. R. T. brothers. Further, I feel it should be compulsory for every Local Chairman to give a write-up for the membership of his division every month which may be of interest. Our journal has become more interesting since the abolishing of the Personals, but still there is always room for improvement, as to which I have here stated.

Fraternally,

A. L. ADLER.

REMOVE AGE LIMIT.

Brothers, have you considered the handicap of "years"?

While "years" bring seniority to some, it brings grief to others. We young people don't seem to think the "readoption

of our past rule regarding the age limit" by the railroads, means much to us. It don't now. But as the wheels of time travel onward for us and we begin to approach that 45 or 50 year mark set as the "limit," we begin to realize what a great handicap "years" is. We learn that years do not always bring wisdom and ease.

Think, if you will, of a man hovering around the 45 or 50 year mark who, by mere chance, accidentally forgets some small things in his work. The importance of it at the time is non-apparent to him. The petty official in charge says he must go. Think of the blackness before him.

His youth spent. Too old now to start another trade. Not enough money to start in business for himself. The "Age Limit" beneath him. No place to look for work now. What will he do? Common Labor? That seems to be the answer.

That, you say, is "his" problem. Perhaps, brothers, perhaps. But when is it going to be "your" problem?

We younger folks had rather have them put the age limit at 35, than remove that one little clause: "Telegraphers will not be required to scrub floors or wash windows, etc." That concerns us. The Age Limit concerns "George."

We talk of Old Age Pensions, of Insurance, etc., but wouldn't it be a fine insurance and pension to insert a little clause in our several contracts requiring the railroads to be governed by the Physical Ability of the applicant rather than by his age? This would permit them a sufficient loophole, but nothing like the Age Limit does.

Think of the club the Age Limit allows some division official to hold over the heads of the fellows past the limit. He knows if he loses that little job, he is done for, and so does the official. Think of the mental strain it would remove from many a man who is inclined to be nervous, through no desire of his own. Many a man is actually afraid to do many things, for fear they will pass the bounds of "Permissible Acts" and be cast out.

The removal of the Age Limit is about

as good old age pension and insurance I know of.

The fellow over 50 don't ask charity. He asks for a chance to keep making good. Usually telegraphy is his only line to follow, so why not us younger members try to remove the axe from their necks?

The old are more valuable than some young "ham factory product." We are growing older ourselves, let's fight with and for them, for this is a worthy undertaking, brothers, and one that should be pressed. We should try to get a resolution through our next convention requiring all schedule committees to insist upon the removal of the Age Limit. Think this over. Take it up with your local and General Chairmen and Schedule committees and try to get this incorporated in our working rules. Then it will not be asking our older brothers to take more liabilities than ourselves, should a strike be called.

Removal of the Age Limit is protection and insurance for the older members, and also the Order. CRET. 774.

TRUTHS BLUNTLY TOLD.

While this letter cannot be said to come within the scope of articles for these columns. I am asking they be given space for several reasons:

First—It represents a condition that is visible to all workers who are possessed of the faculty of thought and vision.

Second—It was written by a man who has been an active member of a Trades Union all his life and addressed to his son at college.

Third—You can arouse some better by throwing a brick at them than by presenting them with bouquets, in other words, you can arouse the animal instinct in them when you cannot make a dent by appealing to their reasoning powers.

Fourth—It presents a truthful state of affairs that is responsible for the condition of the great working masses, as said by the printer who told a truth by making an error. In setting up a headline, "THE MASSES," he misspaced and it appeared "THEM, ASSES." MACK.

"My dear Son:

"Your letter received and I am pleased to learn you are comfortably quartered and interested in your chosen course. The fact that you desire a higher education convinces me you recognize the necessity of it, and I wish to say there are many idols that will be shattered as you pass through your collegiate course.

"This great world battle of, 'Get yours, and get it first,' requires tactics that are not taught in Sunday School, and this industrial life is not what you think it is—a comedy—but a tragedy. In this age of cupidity, wealth is power over others, and can be gained only through the manipulation of the efforts of others of less cunning.

"This is accomplished with more ease and greater success by mental control than by physical force; in short, you can fleece the 'Common Rabble' better with honeyed words and a smile than by brute force. Use the former method and they will thank you and sing your praises, use the latter and you receive their curses.

"Now to the point, where you ask my advice. My answer is: 'Don't follow in your father's footsteps, play this game (and game it is) from the other side.' To espouse the cause of the poor and lowly may be a beautiful sentiment, but it always leads you to a Calvary. Don't worry about the common mutts, I have found, and you will find, they are not worth it. You will soon discover that they are the same old 'mob.' They will cry out 'Hosanna,' one day, and the Scribes and Pharisees can turn them to yell 'Crucify him,' the next. Barnum was right, my boy. There is one born every minute.

"Should you graduate and apply your advanced education to business, adopt 'Business Principles,' and that means 'Make It Pay.' You might ask 'How Much?' and I answer, 'All You Can.' Don't lose any sleep over those you may have to employ, they like kicks and blows if nicely administered, and they will exalt you, for they know no better. To sympathize with them means the loss of their

respect and your business rival will win it, for they know no better.

"If you must acquire a streak of charity, don't let it disturb the profit side of your ledger, but make it a side issue and always on a business basis. That is never send a dollar on any mission that it will not return from with a profit hanging to it. When you do place a dollar in a paternalistic venture, always have your publicity agent make ten dollars worth of noise about it. The return may not be in tangible increase, but an increase just the same. Judas Iscariot, or even Lucifer could carry the multitude with them on the same principles—skinning them wholesale and giving to them in retail.

"Should you feel a political bee stinging you, play it the same way. Make it a matter of income. There is no better asset in money-making business than to have the power of recognized government as a side department of your business. Special privilege to one, automatically means a special victim some place. A business rival may dissent, but if he does too hard, co-operate with him, in a combined skinning game. The common multitude may at times raise a noise, but don't mind that, they have been doing it for centuries and they forget easily.

"Politically they are like potter's clay, and by a little tact and ingenuity you can mold them in any old shape. They talk of beating this or that particular aspirant for political favor. My boy, take father's word for it. 'They could not beat a carpet.' A Gary would deluge a Debs tomorrow in a presidential race. So if you aspire for political preferment, don't court what they call 'The Labor Vote,' you are leaning on a weak reed if you do. It will alienate your brainy friends and what labor will give you in return is a lot of bull, that always has you on the short end of the electorate count. Play politics for success, and if you can't do that, stay out of it personally, and purchase the power from others who have government power to dispense: legislative, judicial or executive. You will find all have their price.

"I also note you must add a military

course to the regular curriculum. This looks hypocritical to be condemning in the open at Washington, and practicing it underhand at colleges, but let it go at that. You say at graduation you will be commissioned a first lieutenant in the reserve force. Let same principles guide you there. Bombast and hurrah is food for the unthinking asses (and they are legion).

"They would fall down and adore a clothing dummy if dressed in military trappings. Take advantage of this falling, and if the world cannot exist without war, get into the officers' ranks—the higher the better—they never get into the casualty list after a certain grade is reached. Let the common rabble furnish the 'cannon fodder,' while the officers receive the plaudits and praise, besides, you will find it more convenient, and I might add safe, to be in carnage and strife fighting with a map forty miles in the rear, than up in the front with a gun, and facing some other poor common mother's son with another gun. The farther you are in the rear will measure the height of the monument they erect for you. Give them room for a high one.

"Here is one thing I want you to remember: There is a clear line that separates those who earn money and those who make money. The former is a producer, and social ethics classify him as a low bred, a no account. The latter is an absorber and held up as the 'best people.' Get in the best as long as society is thus divided—the skimmers and the skinned. Try and dodge the latter. Dad has filled that roll. Classed as bulk humanity. He now advises you, be a man.

"Hope to see you on your holiday vacation.

"Affectionately yours,

"DAD."

A SOFT ANSWER TURNETH.

All you long-haired, back-yard, fence gossipers, Howdy. I'm your old friend. "The Whiz Jig." The promoter of "Hair Cuts for News with Whiskers."

Those who remember the series of ar-

ticles which appeared above this signature for several years will need no further introduction to enable them to arrive at the basis for this article. The elimination of personal topics from the Fraternal Department has by this time proceeded far enough to illustrate that none of the dangerous results accompanied it which were claimed by those whose opinions opposed mine. On the other hand, the departure from the previous custom may not have been as pronounced as some had wished for. But we have not agreed to stop with the mere definition of what we may consider news.

THE RAILROAD TELEGRAPHER is today better situated to take advantage of the many opportunities in the literary field than it ever before has been placed. As the membership becomes familiar with subjects for which the journal is being operated, and the many correspondents direct their efforts toward the production of informative literature, the advanced quality and progressive style will flow in, perhaps slow in the beginning until we find ourselves, but just as certain and with the same momentum that water flows down grade. For it will become easier to place well thought opinions on paper than to duplicate the bulletins from the Railroad Superintendent's office.

The chief executives of the Order of Railroad Telegraphers and the members honored with the distinction of being delegates to the last convention, most of whom are addicted through necessity to deep thought, recognized and supported the advantages to themselves and the membership in general, in having as a guardian over their educational organ a man proficient in the English language.

To quote James C. Fernald, editor of the New Standard Dictionary:

"One who is content to use the same word for widely different ideas has either never observed or soon comes to forget that there is any difference between the ideas; or perhaps he retains a vague notion of a difference which he never attempts to define to himself, and dimly hints to others by adding to his inadequate word some such phrase as 'you

see' or 'you know,' in the helpless attempt to inject into another mind by suggestion what adequate words would enable him simply and distinctly to say."

Regardless of when, how or where an education in language is secured, the results are nothing more than the effects of observation. With the opportunities afforded people in America by public and private libraries, and the several carefully worded magazines, to acquire an excellent vocabulary, there is no reason why the same quality of brains cannot be concentrated to protect us that is used against us. For in my poverty I have often invoked the use of a good ten cent magazine for phrases and words that express the meaning which I wished to convey. Knowing this to be within the reach of every correspondent, we can readily see that laziness is the only excuse for one having to resort to the republication of railroad bulletins with which to fill space. We have a greater mission in life than to fill space.

It might be interesting, at least to certificate eleven eighty-three, to know that his item, or, rather, his "Protest," in the January number is the cause for my coming out from the seclusion in which I have remained since the action of the last convention. However, with the advent of spring, I had intended to come forward with a few more items containing some facts stated herein.

With the assistance of the editor, a little effort on the part of the correspondents will be very productive. One of the first rules in the use of language is to avoid the repeated use of the same word. Don't make your compositions read like a live stock contract between the railroad and a shipper, wherein *said* railroad, *said* shipper and *said* live stock agree to *said* action. Furthermore, don't be discouraged if you have to write half a dozen sentences to secure one that is really worth while. Do some of your own elimination work. It will give you more enjoyment to produce one well written phrase than to construct an entire page full of junk.

There is so much to write about that there should be no trouble in securing

one of the many subjects effecting the working people. Almost every newspaper either delights in taking a rap at us daily, or they are spreading the grease preparatory to it. If you keep your eyes open you can find more to write about than you have the time to use.

Now to finish our beloved brother, certificate eleven eighty-three. Besides this prominent individual, there were five others on page twenty-nine of the January issue, who, under the title of "Information Desired," wished the addresses of certain persons whose location was unknown. But our dear and beloved eleven eighty-three wants a directory of the membership issued and distributed monthly to seventy-five or eighty thousand persons in all parts of the universe. Why? Search me, "Sister." A copy of the official United States census can be had free, we have a record at St. Louis of all members and their addresses, we conduct a department in the magazine which hunts up the lost, strayed or stolen, we have police departments in almost every water-tank town, besides railroad records at division offices and the dickens only knows what else can be offered to those who are looking up misplaced relatives and friends.

Of course, to write about the way in which the mules used to haul the street car up the mountain side at Ontario, California, and dropped back riding on a flat car fastened to the rear of the street car, to mention the breweries of Milwaukee and Cincinnati, and the old days of mining activity in the gold streaks near Placer, Colorado, is bound to interest many and bring fond recollections to some. But we cannot permit ourselves to lose sight of the purpose for which we are spending good money in large amounts in the operation and promotion of THE RAILROAD TELEGRAPHER. It is not a question of how much money is spent for this work at St. Louis. It is a hard wrought question of results. To obtain satisfaction is just as much a matter of concern to correspondents and other writers, as it is to the readers. Things have reached the point where it is a "Got to" proposition.

Don't concede that I produce my articles with any wonderful ease or speed. Regardless of how I may talk, I write with much deliberation. No man who produces something very much different from anything that has ever been produced, no man who does something just a little above, a little better than the average, ever accomplished these things without much thought, and a great deal of discarding of bad production. Not to say that I am above the ordinary. But I do admit that what I have had to say in this regard has been original on my part, different from the customary modes. Are we to be monkeys, forever imitating? It was that question which the convention answered. The railroads had written enough for the Fraternals. It was high time for us to use our own brains, and say something that was new. To talk and say something.

"THE WHIZ JIG."

PLEASED.

Have just laid down the January TELEGRAPHER received yesterday, and while the "spirit moves" me, I want to register, for your benefit, my hearty approval of the recent issues of the TELEGRAPHER. The editorial matter is of the highest quality consistent with the ideals and aims of such an organization as the O. R. T. I have before me the October, '21, journal, and have re-read the "Normalcy" editorial on page 149. Also a number of other articles on through to page 1193. "The Labor Spy" article on page 1189 reads like the thrillers of old "Pop Collier's" back in my childhood days. "The Daily Press," page 1162, re-read, braces me anew to face the fray. On page 1165, "Anti-Strike Laws at Work," another fine article running through to page 1172. This same article, on pages 1166-67, has reference to an article in the January, '22, journal, page 7, under heading, "Bolshevism and Americanism," third paragraph, quoting Deputy Minister of Labor Acland in industrial court laws and their enforcement.

Oh, that our membership could be brought to more largely read the good

things in the last four issues of our journal. What a change would come in their viewpoint, economically and socially. I don't know, Bro. Editor, who is hitting off these good things, but I hope it will be kept up. I've read to several fellow-workers the "Bolshevism-Americanism" article, page 7, January journal. It's fine.

J. M. RICHMAN.

ANOTHER PROTESTS.

Allow me to add my protest along with that of Cert. 1183 in the January issue of THE TELEGRAPHER against the action of the Grand Division in curtailing personals in the fraternal department of THE TELEGRAPHER.

While a detailed statement of the decision of the Railroad Labor Board might be of interest to a few members on some particular railroad, I do not believe it is of such general interest among the membership as a whole, but that it could be condensed, and serve its purpose just as well, thereby allowing more space for "Personals" in the Fraternal Department. And as Cert. 1183 so clearly and plainly puts it, "Couldn't we tolerate the injection of "personals" even if at the expense of some other department, which is in the final analysis, dry reading for the rank and file of our membership."

Matters of any importance effecting the interests of any certain division are largely handled through the mails by the officers of that division, addressed to those personally interested, and therefore of no especial interest to the members of some other division a thousand miles or more away.

What we want to see in the Fraternal Department is write-ups similar to the one by Cert. 2 of the Western Division of the C., St. P., M. & O. Ry., Div. 4, as appeared in the January issue.

Let those who are partial to reading matter of a socialistic nature subscribe to *The Appeal to Reason*, but let our Journal remain as it was, that we may again anxiously look forward to its coming as we did in the days before the change in its make-up. CERT. 2327.

PROMOTION.

There appeared in the January number a very intelligent article on the question of promotion in railway work. Just what experience, "Experience" has, and what further knowledge he may possess on the subject we are requested to coax for, if we desire to know.

As a matter of fact, however, should his plans be of a workable nature, which proof will probably occupy all the time prior to the next convention, it might be further arranged in the event of acceptance that, such a research staff as he proposes be used to investigate and make public, reports on the merits of various existing and proposed methods of train operation.

An organization such as that, placed under some member of the Order of Railroad Telegraphers who had been experienced on a Public Utility Commission Board, with such assistance as conditions would warrant, would have the weight behind its reports necessary to command attention outside of our own organization.

"THE WEE JIG."

AN APPRECIATION AND REQUEST.

How many of you read the editorial in the Hearst paper of today (January 30th) but what in doing so, you felt kinda chesty? Mr. Hearst says (in commenting on Mr. Hines' testimony before the Senate Committee on I. C. C.): "He demonstrates that labor efficiency per man, rose from 82 per cent under private management to 100 per cent under Government management" and further, "the pretense that labor had become too expensive and inefficient was nothing more than propaganda to get the country to accept the campaign for a reduction of wages on the railroads—undoubtedly the railroads succeeded in 'selling' to the country this false claim. Slowly, however, the truth is being revealed about Government operation of the railroads and about efficiency of labor on the railroads and the responsibility of high wages for the high cost of living. When the

truth is wholly revealed the country will insist upon the Government taking possession of the railroads for permanent operation."

Brothers, the foregoing and enough more to fill a column appeared in today's issue of the *New York American* and in plain sight on the editorial page, where it was no doubt read by a million or more people who know of no truths in the matter other than the propaganda that has been going the rounds.

I take this as a means of kinda vindicating labor in the eyes of those who read it outside of railroad circles and consider it a pretty good advertisement for railroad labor.

It is indeed pleasing to note that Brother Manion has been chosen as a member of a committee on political affairs, comprised of 15 of the 16 standard railroad organizations. Brothers, there's only one way to bring about contentment amongst organized labor and that is through the ballot box, but in the *right* direction. *Know* who's who among the candidates. Investigate them yourself. Labor unions were not a necessity until big business drove the men and women into them through their tyranny, and now they are trying their best to drive us the other way, and unless we watch our step carefully they *may* succeed.

Register, see that your neighbor does. Vote also, but know *who* you are voting for.

TEN EYCK.

O. R. T. IN BUSINESS.

I notice some favorable comments upon the idea of the O. R. T. entering into the banking business. Assuming that our organization's fundamental principles are founded upon the declaration of independence, I herewith declare myself opposed to such a move, for very good reasons, which I will endeavor to propound.

Telegraphers who are financially able to enter into the banking business to an extent which might be considered remunerative to themselves, are about as scarce as hen teeth, and those of them

who could borrow money from a bank upon their reputation and good will are likewise uncommon. What benefit are the engineers all over the country receiving from their bank? Ask any of them. Then do we want to be a bunch of apes? Are we not too original to need others to take the lead. Out of 80,000 telegraphers is there not enough ingenuity and executive ability to spring something worthwhile to themselves?

We are living in the midst of one continual round of panics, where all the horrors of poverty are being perpetrated in order that wealth may continue to trample upon humanity, and the best we seem to be able to do with our money as an organization is, go into the banking business.

There are more than one hundred million people in the U. S. to be clothed.

There is supposed to be around 80,000 O. R. T. members, 75 per cent, or 60,000, of these telegraphers could and doubtless would purchase one hundred dollars' worth of stock each, or six million dollars' worth of stock within a year's time, in—we will say, The O. R. T. Manufacturers' Association.

With such a sum we could tan leather and make it into shoes and other leather articles. We could buy cotton and woolen mills and manufacture clothing of all sorts from the raw material. We would have sixty thousand boosters scattered all over the U. S. to help start a quick advertisement of our goods, and each stockholder should receive a proportion of the profits, which in time would be no small sum.

This would enable us to fight our enemies with their own weapon, and at the same time do humanity a good turn by providing good clothing of all sorts at a reasonable price. How about it, brothers and sisters, don't you think we will have accomplished something worthwhile when shoes and clothing all over the U. S. bears the brand "O. R. T."?

There is one other thing we should do, even though it's not taking the lead, and that's make the same arrangements that the engineers and conductors have with *Labor*. It should be so arranged that

every member of the O. R. T. would receive *Labor*.

Fraternally,
J. H. WOODWARD.

A STEP IN THE RIGHT DIRECTION.

While I appreciate the importance of keeping the nons lined up, in order to keep our lines intact against the onslaught of organized capital, it is also imperative that we guard ourselves more closely when it comes time to vote. It is nothing short of a calamity to vote for one who will not serve our interest.

Not a long time hence we will be called upon to elect our representatives whom we will expect to safeguard us for the coming two and four years. We are granted this privilege by the constitution of the U. S. and most certainly it is our duty, on election day, to go and VOTE for the one that has at least intimated he will serve our interest, not that of Wall Street.

The so-called union man—that mechanically pays his dues—takes no other interest in the political situation—is just ahead of the non, in principle. He has the visions of being a worker of high salary and the best working conditions, but he casts aside one-half of his power. With all of this power united, we, no doubt, could accomplish some marvelous things in the next decade.

The three great departments of our government could stand a “working over,” more especially in the legislative and judicial departments. What will it profit us to strive for thirty years to get a better wage and working condition, then have an autocratic judge like Landis or Anderson say that we are to accept a thirty per cent wage reduction? If we strike for our rights, we are met with an injunction of the court, while our “representatives” stand by and watch the performance. If we are fortunate enough to get favorable legislation, some other one says “The act is unconstitutional” or gives some other reason that will serve his selfish purpose.

I think the laboring people are—more especially the telegraphers—too wise to permit themselves to be hoodwinked in any such manner. We have intelligent men within our ranks, so why not put some of them forward. Of course, it is necessary for us to acquaint ourselves with the ones who have been and will be, at least fair with the laborers. This can be done by reading *Labor* and keeping in mind how our Senators and Representatives voted on the important matters concerning our welfare. The Newberry case is well to remember. Surely one is not entitled to sit in the U. S. Senate who spent near to one-half million dollars to purchase the seat. The men who voted to confirm his election are not voicing the voice of the majority of the American people, but they are representing Wall Street, disguised as senators. They knew what his unseating meant. They were determined that Mr. Ford be beaten, regardless of the voice of the people of Michigan.

It is not at all too early for us to begin thinking of the election. In fact, we want to keep our eyes open all the time. Our most effective weapon is our correct vote and our most destructive weapon is, our incorrect vote. Recently an English nobleman, in an address to the New York Rotary Club said, “Keep the American laboring people out of politics at any cost. England made this error some few hundred years ago and is still paying for it and always will be.” Of course, he was talking to the capitalistic men of New York City and referred to the capitalistic class of England as having to “pay.”

I shall take no more of your valuable space. I would like to hear from some of the rest of the brothers on this question. To me it appears as a paramount issue. When the time draws near, let us try and line up on this vital question. However, be sure we are lined correct ourselves and when we go to the polls make up our minds that we have been a “Henry Dubb” long enough and vote for the ones that will serve us, not them.

SPEURGEON, CERT. 2248, Div. 53.

"TO THE NONS."

After years of work, the O. R. T. has got us what we have, and now, after we have it, the roads want to try and take it away from us, and we will have to fight a hard battle to keep from losing what we have gained, and the time is drawing near that we must face the situation and fight our best.

To the many Nons who have enjoyed all we have received in the past, and have never helped us in our troubles or showed that they appreciated what the O. R. T. has done for them, we ask "are you now going to sit idle and let us be thrown back to where we started, the 12-hour day and fifty a month"? The fight is coming and we should be a hundred per cent strong when it does come. But we will not be if the nons sit idle. We expect to win the fight, even if we have a hundred per cent or not. But by having a hundred per cent we will be sure to win and retain what we have fought for and received so far. We are facing a new year and we know not what it has in store for us, but we are ready to see it through.

Come on, you fellows, that are nons and sign up and help us hold what we have received. The cost is small as compared to what it will cost if we lose the fight and go back to where we started. And you will go back with us. Just because you are nons and showed the company that you will stay with them in case of trouble is not going to keep you where you are. You will go back with us, even though the company may tell you that they will carry your insurance at the same cost that the O. R. T. gives it to you. They will NOT tell you that they will keep your wages where they are at that time, because if we lose you also lose.

Think it over, boys, and remember that a few dollars a year will keep you from losing hundreds if we lose the fight. Come on, sign up and help us HOLD THE LINE.

CERT. 75.

SOME EXCUSE.

I was recently talking to a former brother, who dropped out of the Order, and asked him what was the reason for quitting. The answer he gave me was that it did not do him any good and that he did not have to belong to the order, as he gets the same privileges as the one who pays his dues. Of course, an answer like that is nothing new. It is just like getting a free ride when somebody else pays for it. This is the answer from a class of men or women who need the Railroad Telegraphers' organization more so than the merchant who is enrolled and belongs to the Merchants' Association or Chamber of Commerce to combine together and arrange a uniform price for foodstuffs and merchandise—necessities for yourself and family. Don't they belong to a union? Only they call it a different name, which makes it sound and look more dignified in print. Did you ever notice the feeling of merchants who are members of their associations to the ones who do not belong? Either he moves out of town or joins up. That's the method we telegraphers ought to use in lining up and upbuilding our organization, and this will have a tendency to secure a decent wage and living conditions. Do not let personality and minor individual fancied grudges stand in the way of your betterment.

Fraternally,

CERT. 435.

WHAT SAY THE RANK AND FILE?

Every labor union has its leaders. And most labor unions are what the leaders make them. A great number of labor unionists are useless except to increase the names on the lists enrolled and to receive dues from. Of course, this helps, especially the dues paid in. For it takes money to run the organization. But when it comes to real men, have we got them? Suppose our President and Secretary should be thrown in prison, as were Alexander Howat and August Dorchy, president and vice-president of the District 14 of the United Mine Workers in

Kansas. Suppose the railroad strike had not been called off, and the Government would have taken the leaders of our union, and the leaders of all other unions whose members were on strike and put these leaders in prison. What would we, the rank and file, do? I do not believe in striking. That is the last resort.

When we cannot stand conditions any longer, and there is no relief to be had otherwise, we are forced to strike. Then the powers of capitalism may imprison our leaders to break the strike. Will we then have it in us to strike until they are released? Are we prepared for this extremity? If not, how can we expect our leaders to have the courage to fight our battles on and on? Our leaders are up against the biggest organization on earth, organized capitalism.

Our TELEGRAPHER changed from a dead issue to a real live message. A few years ago our TELEGRAPHER was composed of a long list of dry figures, rulings, etc.; (that the average operator did not read) then a few jokes followed by the imaginations of the night "Owl," who was too lonely to sleep on the job. But now look at the RAILROAD TELEGRAPHER for December and note "Unionism Our Defense," "Help Starving Russians," "Wages, Labor and Prices," "In Whose Service," "Industrial Courts" and numerous subjects (which we are vitally interested in) being discussed. Do we, the rank and file, realize the change going on in our union, our country and ourselves? Our leaders need more courage today than ever before. Capitalism says, back to normalcy, meaning wages must go down regardless. The Labor Board will finally grant what capital asks. If we kick they will jail our leaders. Are we men? Can our leaders depend on us? Or when the time comes (and it is coming) will we lay down on the job and scab on our leaders by working at our jobs when our leaders are in jail? May God forbid.

CERT. 248, Div. 14.

WHO AM I?

I am found wherever there are two or more men.
 I am not all powerful, therefore
 I have those, to whom I give my love, proclaim great things in my name.
 I love today, I hate tomorrow. My love is not sincere.
 I am credited with building up great enterprises.
 I am credited with developing great industries, and countries.
 I stand between the producer and consumer.
 I make my followers fight among themselves.
 I make the strong destroy the weak and helpless.
 I render no profit to any except those I love and those who worship me.
 I make good men bow before me and do my bidding.
 I prevent those who would be good to their employes and better their working conditions at my expense.
 I ruin those who do not bow before me.
 I make the meanest to be the guide and light by which all business enterprises must abide by.
 I make little children slave, that my hunger may be appeased.
 I compel men to work long hours.
 I pretend to be a great benefactor to the producer and consumer, that I may live long and grow fatter.
 My life is in danger.
 Mine enemy stirs my victims almost to awakening because of my autocracy.
 Mine enemy is going to destroy me.
 I cannot make peace with mine enemy.
 He is continually after me.
 I have armor plate to prevent my enemy from destroying me, but my armor plate is growing weaker.
 My armor plate is ignorance, mistrust and superstition.
 My enemy is Co-operation and education of the producers and transporters.
 I am COMPETITION.

WHO AM I?

I am the protector of the innocent.
 I am the protector of the producer and consumer.
 I shorten the hours of labor for men.
 I prevent child labor.
 I put men on the path of progress.
 I enjoy seeing children at play with strong healthy bodies and minds.
 I enjoy seeing everybody happy.
 I create great inventions and the credit is given to mine enemy.
 I stand for equal justice for all, special favors to none.
 I have an enemy.
 I will destroy mine enemy.
 I am stronger than mine enemy.
 I cannot prevent mine enemy from using me to enslave my friends, because my friends will not let me help them.
 Without me the producer and consumer is at the mercy of my enemy.
 When my friends come to know me they will use me.
 Those whom I would protect will not let me. They do not know me.
 Mine enemy has them blinded.
 Mine enemy is Competition.
 I am the light of progress.
 Without me progress cannot live.
 I am CO-OPERATION.

CERT. 774.

ONLY SALVATION FOR WORKERS.

Mr. Price in his letter to THE TELEGRAPHER, December, hits the nail on the head. It is a fact that never will we get anything until we have our own men at the head of the Nation. For years and years we have talked and each year still more talk, but in the end what has it amounted to? NOTHING. Just so much time and energy wasted. We must have the balance of power at Washington. Let every man in organized labor pledge himself to go to the polls and vote the labor party ticket regardless of his former party, make up a fund of millions by each one giving say, 50 cents, put men in the field with a line of propaganda. Poster the country from one end to the other, talk as you have never talked before, get facts, if you have not got them,

subscribe to *Labor* where you can get them. Now is the time. Never in the history of this country has the disgust been so apparent as at the present time. Ye Gods! Can't you see that every line of justice is against you? Every judge has had his lesson mapped out for him. Every Labor Board, every Industrial Court has had their instructions. Wall Street, Bankers, in fact, every line of capital has laid out plans and you are the object of their aim. It's up to you, brothers, if you let the present opportunity slip you are doomed. Get in while the getting is good. Let other brothers have their say, but before you brush this aside just give fifteen minutes of good serious thought to it.

CERT. 3920.

A LITTLE PROPAGANDA FROM THE RANK AND FILE.

Ours is the least expensive of the organizations, and has been known as the most conservative. We have avoided "foreign entanglements," and have a number of things to our credit, such as the eight hours. If we EVER needed conservatism, it is in the present and immediate unknown future. With idle men everywhere, Europe working cheaply and ready to outbid labor here, seems it's up to us to meet our employers a little better than half-way and without too much argument. I paid dues the last time for remarks from the higher officers of this Order for which I would rather paid them to keep still.

Employers and employes approaching each other with a club is bad at any time and especially bad now.

M. J. LEIGHTY.

THE AGE LIMIT.

I am 52 years of age and have worked almost continuously since January, 1889, for different roads in capacity of operator or operator and agent, but have not been able to lay by much ready coin. I am not nor never have been a booze fighter or gambler, but in order to keep my little family, found a demand for about every dollar I received. I think we should get busy and have a law passed whereby the

employers would not turn a man down simply on account of his age if he could pass the physical examination. I feel that I can do as good if not better work today than many a youngster could and still, the way it stands now, if I should be unlucky enough to lose my job with the company I have been with for the past sixteen years I would probably have to starve, while the younger man, even if not able to give the service I could, would get the work. Understand me, I am trying every day to give my best service to the company I am with, but one never knows what may happen or if he will be out of work, so I am strongly in favor of the proper form of action that will get us these results. Let us hear what other members think of this subject. This is my first effort and poorly expressed, but I am in earnest on the subject and hope it may do some good for the cause.

W. A. REICHARD.

UNFAIRLY PUNISHED.

"He overlooked his hand" is a term of common expression among those in railroad service, a very mild term to the unsophisticated. To the patron of the corner meat market it might merely indicate that the five digits of the genial butcher had lingered with the chops during the weighing process, but to the railroad employe, who has seen years of service those words have an altogether different meaning, and for he whose wage at best has been but modest, a single oversight of a train order, for instance, has but one sequel—discharge.

The American Railway Journal of recent issue carried the following: "When a plumber makes a mistake he charges twice for it." "When a lawyer makes a mistake, it is just what he wanted, because he has a chance to try the case again." "When a doctor makes a mistake, he buries it." "When an electrician makes a mistake he blames it on induction, and nobody knows what that means." All of which may be true in part, but when a railroad employe mishandles a train order, he doesn't charge

twice for it, bury it, try it over again, nor blame it on induction. He bundles up his working clothes and trudges home to break the news, if a man of family, to one who will offer an encouraging word, even though she is unprepared for the crisis that seemingly is theirs.

A home paid for only in part, children in school and barely enough funds to provide for their simple program of life is the condition that surrounds many employes who find their services are no longer required. Since the nature of his work disqualifies him for little other than railroad employment, he is unable to find local work, and must seek new fields. Hundreds of miles, therefore, sometimes separates him from his family before employment is found. Taken from an environment of reasonable regularity of daily habits, acquired by years of service; torn from the companionship of his family and alienated from that which doubtless represents his last chance to provide for that man made spectre "The rainy day," it is for him to again start at the bottom of the ladder in the high noon of life, after a period of toil and endeavor that ought to have insured for him a reward not measured by any form of punishment.

If justice is worthy of the name, she does not decree that any man should be more than human, nor ordain that a minor, involuntary act even though "Against the rules" should hold as a penalty years of conscious hardship; a punishment not alone borne by the principal, but in many instances by a family as well.

An opinion has long prevailed that an employe's first duty is to his employer. The writer finds it difficult to concur with that requirement. He rather holds that a worker's first duty is to society, of which both the worker and his employer are members. Society bears an inseparable relation to the worker and he to it. This relation is largely economic, and the beginning of its influence on the mind and body of the individual, might with reason be considered prenatal.

If ever an inalienable right existed, it is the right of every human being to

enter conscious life and be reared among surroundings which are compatible with the demands that will at a later period be made upon him.

Today society cannot be held blameless for the failure of one of its members, since it makes for him small preparation for the life that is cast for him, other than several codes of punishment. It, therefore, should guarantee to every worker in a useful capacity a maximum of protection as long as such worker fulfills his trust to the best of his ability in a reasonably safe and efficient manner. It is as surely the duty of society to underwrite the almost inevitable error or slip of every person usefully occupied as it is to remain the principal beneficiary of that person's diligence over a period in which no errors are made.

The writer has no thought of condoning carelessness. He believes that every worker from the moment he accepts employment becomes a debtor to the body politic, and as such owes undivided allegiance to that body, but since infallibility of the human race is not expected, neither should the transportation worker be unjustly penalized for his failure to break that unalterable rule, so, when a train dispatcher, trainman, telegrapher or other employe engaged in the direction or physical movement of trains finds himself the victim of an unintentional failure in the issuance, delivery or fulfillment of an order affecting the movement of a train, it scarcely seems in the interests of justice that he should be denied a further opportunity to earn for himself and family a living in the locality wherein such failure occurred. There is surely nothing to be gained by forcing him through economic necessity to seek work in a new territory, where the unfamiliar nature of his employment, and adverse mental and physical conditions all contribute to an industrial situation as unsafe as might ordinarily be found. Without question, he is then more likely to fail in his efforts toward perfect service than he would be had he remained in his former position, surrounded by a greater number of harmonious factors that are so essential to the highest point

of efficiency in an individual. Not only is he drafted into a series of new experiences, but his late position is filled by another worker who doubtless is less qualified to safely perform the work than the one discharged.

During the industrial change that now seems to be breaking, would it not be the correct thing to insist that some penalty other than absolute discharge be the share of the erring railroad employe? The capable minds among our organizations that have laid the foundation for many worthy schedules and agreements could, with a certainty, be depended on to name a more equitable alternative, involving not only the interests of the employe, but those of the public as well. The payment of a fine by the accused, commensurate with the wage he was at the time receiving, would, it is likely, be chosen in many instances rather than the complete loss of a position gained by years of service.

Irrespective of the form of protection, a greater security should surround the conscientious railway worker than has existed in the years gone by, but this change, like many others, will not be self-operative. Individual thinking and collective action are the agencies through which it may be achieved.

E. L. BURROUGHS.

SICK BENEFIT.

My attention has been called to the article published in the January issue of THE RAILROAD TELEGRAPHER, entitled "Sick Benefits" by Brother T. A. Burns, Cert. 102, Div. 41.

Co-operating with my American brother, and using his expressions, "I see no reason why our organization could not have in connection with our Mutual Benefit Department a sick benefit fund by assessing each member in addition to above and payable at the same time."

Speaking with experience I must confess that as a member of Canadian Mutual Societies, having such a sick benefit in operation, great relief has been bestowed upon their members by paying

out a single indemnity or a double one every week for a term of several weeks. I would suggest as follows for an organization of about 50,000 to 60,000 members.

A single weekly indemnity of \$5.00 for a term of 15 weeks every year, the total amount of indemnity to be paid out not to exceed \$400.00, after which amount paid the member discontinues paying assessment, but still holds his mutual benefit policy.

A double weekly indemnity of \$10.00 for a term of 15 weeks every year, the total amount of indemnity not to exceed \$800.00, to be paid out after which amount the member discontinues paying assessment, but still holds his policy in the mutual benefit department.

I attach an itemized list with a scale of approximate assessments to be applied to each respective indemnity, having made a column for those employed where risks are to be taken in connection with such work.

Age Coming Birthday	Single Indemnity \$5.00 Weekly		Double Indemnity \$10.00 Weekly	
	Ordin'y Class	Risks Class	Ordin'y Class	Risks Class
16 to 20	\$0.40	\$0.48	\$0.80	\$0.92
21 to 25	.41	.47	.82	.94
26	.42	.48	.84	.96
27	.43	.50	.86	1.00
28	.44	.51	.88	1.02
29	.45	.52	.90	1.04
30	.46	.53	.92	1.06
31	.47	.54	.94	1.08
32	.48	.55	.96	1.10
33	.49	.56	.98	1.12
34	.50	.58	1.00	1.16
35	.51	.59	1.02	1.18
36	.52	.60	1.04	1.20
37	.54	.62	1.08	1.24
38	.56	.64	1.12	1.28
39	.58	.67	1.16	1.34
40	.60	.69	1.20	1.38
41	.62	.71	1.24	1.42
42	.64	.74	1.28	1.48
43	.66	.76	1.32	1.52
44	.68	.78	1.36	1.56
45	.70	.81	1.40	1.62
46	.73	.84	.....	.....
47	.76	.87	.....	.....
48	.79	.91	.....	.....
49	.82	.94	.....	.....
50	.85	.98	.....	.....
51	.88	1.01	.....	.....
52	.91	1.05	.....	.....
53	.94	1.08	.....	.....
54	.98	1.12	.....	.....
55	1.02	1.17	.....	.....

Note also that the double indemnity is to discontinue after 45 years of age, but the single indemnity can be kept on until 55 years.

CERT. 689, Div. 7.

THE RIGHT TO LABOR IN JOY

Out on the roads they have gathered, a hundred thousand men,
To ask for a hold on life as sure as the wolf's hold in his den.
Their need lies close to the quick of life as the earth lies close to the stone;
It is as meat to the slender rib, as marrow to the bone.

They ask but the leave to labor, to toil in the endless night,
For a little salt to savor their bread, for houses water-tight.
They ask but the right to labor and to live by the strength of their hands—
They who have bodies like knotted oaks, and patience like sea-sands.

And the right of a man to labor and his right to labor in joy—
Not all your laws can strangle that right, nor the gates of hell destroy.
For it came with the making of man and was kneaded into his bones,
And it will stand at the last of things on the dust or crumbled thrones.

—By Edwin Markham.



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

Chicago O. R. T. Club.

The Chicago O. R. T. Club has resumed social activities and began auspiciously as evidenced by the success of their dance on Valentine's day at the Lexington Hotel. The grand march was an impressive affair, being led by Past President D. G. Ramsey, followed by E. J. Manion, president; L. J. Ross, grand secretary and treasurer, and W. T. Brown, first vice-president. It is firmly believed that because of the complete success of this, their first social event since 1912, that the dance shall be merely a fore-runner of many other social affairs.

Fraternally yours, A. B. COATS.

Regular meetings held third Tuesday night of each month in the Banquet Hall, Mezzanine floor of the Atlantic Hotel, Clark and Van Buren streets.

G. W. WARE,
Secretary-Treasurer.

Grand Trunk Ry., Div. 1.

Montreal Division and Terminals—

By the time this is printed everyone who has not yet paid his dues and received an up-to-date card will be a delinquent or a "non." There are very many well known important reasons why that number should be confined to the undesirables, and every member of this division should see that the man next to him is a member and carries an up-to-date card. Brothers, there is no reason whatever for the "nons" not joining our organization. They have always drawn the same salary as you have, and if you allow them to mix with us unchallenged, then you are not working for yourself and your organization. Anyone filling a position covered by our Schedule, whether a

train dispatcher, telegrapher, traffic supervisor, lineman or an assistant should have an up-to-date card in his pocket, and help carry on the business of the division. If he does not carry that card he is a "slacker," and you should not miss any opportunity to tell him so and brand him as such. A list of the "nons" will be furnished on application. Let the trainmen see it, or furnish them with a copy; they are good organizers.

I have been a reader of *Labor* for some time, and I wish to recommend that paper to every one of you. It is our paper and some copies are worth the subscription price of the year. Anyone taking any interest at all in labor matters should not be without that paper. Don't let the press at large fill you up with writings of their own make-up, to suit a purpose, but subscribe to your own paper, and have your friends subscribe and let the truth be known. At the same time you will help in making this paper "*our paper*," one of the most circulated papers of the North American country. It carries no advertisements and deals with labor matters; \$1.50 to me or to General Chairman Eddy, Marcellus, Mich., will subscribe for one year. Try it.

Are you up-to-date in the M. B. D. department, thereby having your family protected with whatever amount you intended that they should be protected after your manly protection has been taken away from them? If not, why are you waiting? Let us profit by the following example: Some months ago one of our brothers was accidentally called to the Great Beyond by the Supreme Ruler. He was a few days delinquent. The insurance laws of the State of Missouri as well as other states and prov-

inces will not permit payment of insurance certificates after an insured is late of so many days in paying his dues (in the O. R. T. February 28th and August 31st being the limit) his \$1,000 policy could not be paid. It was found that he had money in the bank, and that his neglect had deprived his family of what he intended they should have after his death. The same may happen in your case. Don't delay.

J. A. TARDIF, Local Chairman.

C. C. C. and St. L. Ry., Div. 3.

E. I. & T. H. Ry.—

I have secured two new members during the month of February. This lowers our no bills that much, but with assistance of the brothers, we should line all of them up. If an extra man can afford to line up, which he most surely can, else he would not have done so, is there any reason, good or bad, why a man that has enjoyed the fruit of the labor of others, cannot even as much as contribute to the Flower Fund? The trainmen on a recent paper contributed to our Flower Fund even more liberally than even some of the brothers did, while some of the no bills passed the issue as if it were pisen ivy, while other no bills helped to rehabilitate the fund.

This division allows its members \$3.00 on their dues for a new application, the intention of which is to economize as much as possible in securing the applications. Due to our lack of train service, it is not possible for me to see these boys that do not have a card, so why not earn the premium on your dues if you can secure any of the no bills?

The boys on the division are buying a typewriter, which will cost each member \$2.32 if they all come in on it and it will become the property of the division as soon as paid for. If you want it, throw your hat in the ring at the next election and we will elect you Chairman, you can start in where I leave off, and if you have not kicked in on the "mill" yet, just take if for granted your Chairman will pay for the mill if you don't, assisted by some of the tried and true brothers, and that the mill is going to be the property of the division whether you pay anything or not. We don't want to raise the dues from their present low mark, and we will not have to if you take the interest in the division that you must take to avoid it.

Bro. Faust furnished me with a statement of the Flower Fund the first of the year, showing total collected and expended, and Bro. Faust is to be congratulated on the excellent manner in which he has maintained the fund. He has replaced the original fund twice, as well as made fitting selections in every instance.

Don't get excited over the way the board seems to be backing up to the "Old Standard" from daylight to dark hours of service,

for eight hours per day must be the standard for transportation men. Should we lose we will not take the count. We have a "knockout" blow left in the ballot, and every Chairman is privileged an indefinite leave of absence in service of the order, and if necessary every Chairman can be a stump speaker this coming summer, and we can elect men that are favorable to paying the "laborer as worthy of his hire." We will follow the "Golden Rule" and expect the board to meet us on that basis, not overlooking the fact that the increases in May, 1920, were only accepted by us under protest, account of the unequal percentage of awards.

We will hold a meeting at Worthington within a few months now, when the roads get good. Brothers Hubbell and Kiser treat to ice cream and cake, so we will expect a good crowd when the date is announced. Take notice "boss."

H. C. GREEN, Local Chairman,
Elnora, Indiana.

C., St. P., M. & O. Ry., Div. 4.

Eastern Division—

Brother Joe Tracy, the Secretary of the Local Committee, started off on his new duties with a bang, by sending in the applications of C. M. Stricker and W. L. Gray. These two brothers now carry up-to-date cards and the non list is correspondingly reduced. With a little team work we can place the Eastern Division in the same class as the Northern Division which boasts a practically solid membership, having closed the year with only one non-member. There is no reason why the Eastern Division cannot show the same record at the end of the current term.

It is absolutely unfair and unjust for 97 per cent of the men on this division to contribute their share to maintain our present schedule while the other three per cent refuse to pay their proportion but insist on all the benefits which the schedule affords. It is hard to imagine the make-up of a man who sends in his overtime slips, exercises his seniority, accepts the increased rate of pay and claims all the privileges which the organization has secured and still refuses to join with his fellow workers in supporting the agency which has made these things possible. How they can sit back and accept those benefits while their neighbor bears the expense is beyond us.

The remedy is education. The misguided non must be pointed out the error of his ways by the members who work with him. Let us all try and clean up the division by the end of this term.

W. J. LIDDANE, General Chairman.

Nebraska Division—

This Division and the Omaha Railway, as well as all of the community and the traveling public, was shocked and grieved to learn

of the sudden death of Bro. T. W. Moran, of Wayne, who had been agent there for the past thirty-nine years, and had devoted a lifetime of faithful and unflinching service to his employers, his family, his church, his community, and the O. R. T. He was in good standing, and a strong supporter of the O. R. T. until the last, and he virtually died in the harness. He was at his post of duty at the railway station on Wednesday, February 8th, as usual, and died Thursday, February 9th, at 4 p. m. Word of his death spread quickly, and the community and his fellow workmen and officials bowed in sorrow. A requiem mass was celebrated by Rev. Father Thomas, of Battle Creek, who was assisted by Rev. Father Lordeman, of Randolph, and Father Kearns, of Wayne. St. Mary's Church was able to accommodate but a fraction of the friends who wished to pay their respects to the deceased at the funeral Saturday morning. Attesting to popular respect, business houses were closed from 9:30 to 11 a. m. As further evidence of esteem, business men contributed a magnificent floral piece which, with a wealth of other flowers from the C., St. P., M. & O. Ry., the O. R. T. and fraternal lodges, covered the altars in the church. Among the railroad men to attend the funeral were: Superintendent E. C. Blundell, Mr. Lyman Sholes, and E. J. Carland.

Thomas W. Moran was born at Pontiac, Ill., May 20, 1861. Commenced railroading at the age of 17 as a telegraph operator. In 1881 he came to Nebraska, and his first job was at Oakland. Afterwards for a brief time he was stationed at the old now extinct town of Covington, across the river from Sioux City. He came to Wayne in August, 1883, and he had been railroad agent there since that time until his death, except for a few months spent at Omaha, where he was sent as train dispatcher. He preferred his position at Wayne, and after a few months returned to Wayne.

His exemplary integrity, faithfulness, loyalty and industry should be an inspiration to others. He will be remembered with esteem, and the sorrowing family to whom the sympathy of his brother O. R. T. members is extended, may find comfort in contemplating a life record of highest excellence.

Yours fraternally,

P. H. SHERLOCK, Ass't Local Chairman.

Western Division—

We are very glad to note that W. N. Benton, second trick, at Nichols, has lined up with us. We all extend a hearty welcome to you, brother.

There is just one, only one, east of St. James, who either is too tight or is too greedy for the almighty dollar, or is not far-sighted enough to see the benefits of our

organization to pay his dues or line up with us although we have written him numerous letters. He sits back and grabs all we can get for him, and is hoping we will get more, but he won't spend two cents to answer our letters giving any reason for his actions. We don't wish him any bad luck, but if he don't line up next month we will have to give you his name.

The meeting at Mankato January 22nd, owing to it being very cold, and many freight trains running all day Sunday, was not very well attended. CERT. No. 2.

Canadian Pacific Ry., Div. 7. Farnham Division—

Since last write-up, Joint Conference Committee representing the five organizations have signed up an agreement with the railroads of Canada whereby the reduction put in effect tentatively on July 16th, 1921, is accepted as the permanent wage. The only exception in so far as men represented by our order is concerned, applies to assistant agents who are given a minimum of \$70 per month. All those paid at rates below this minimum get back time since July 16th last, and assistant agents now getting rates above the \$70 per month minimum, will, effective February 1st, be reduced \$13 per month instead of \$16.32 as has been in effect since July 16th, 1921.

Joint meeting for the Quebec district held at Place Viger Hotel, Montreal, Sunday, February 12th, morning and afternoon sessions being held. Bro. Main, deputy president, and Bro. Chapman were present. Seventy-five members attended, including Sisters Philipps and Gauthier from the Ottawa Division. While this is something unusual, we hope the sisters will continue to show such an interest in the affairs of the order. The meeting, as was the one held on December 4th, was most interesting, numerous matters being brought up for discussion. On account of illness, Bro. Messier, Local Chairman, Montreal Terminals, was unable to attend. Next joint meeting will likely be held early in April.

Bro. Bertrand, ex-Local Chairman, has left the division, having bid in Trois Rivières agency. We are sorry to lose him and he has the wishes of the boys for making a success of the new job.

A case has recently come up concerning compensation a telegrapher is allowed for handling commercial business outside regular hours. For your information, and to avoid any possible misunderstanding in the future, would advise that ruling received is: That in such a case arrangements should be made with the commercial department regarding compensation before the service is performed. The overtime and call rules apply only to service rendered the railway company, the intent of Rule 19 being that some reasonable amount will be agreed upon

between the man concerned and the commercial department.

Quite a few of the brothers have not yet remitted dues for period ending June 30th. Pay up promptly, brothers, or else your insurance is void after February 28th.

F. A. POULIOT, L. C.

Atlantic Coast Line R. R., Div. 15.

Fayetteville District—

Upon entering in the new year it is very gratifying to note the report of the condition on the A. C. L. Division 15.

Practically solid, just a few nons left, and these few are worse than nons. There are two or three on the Fayetteville District that it seems a hopeless case to get them to join.

We wonder if their conscience does not hurt them when they get their check? Brothers, I ask you one and all to again write these gentlemen a personal letter asking them to join our ranks, and if you do not know their names Bro. Mason will gladly furnish them to you, and I also ask that you show these nons in every way possible that you dislike very much to work with a non.

In other words just make it as plain to them as you possibly can that we are going by the strict rule, "*No card, no favors.*"

I recently heard a non call up a brother and ask him to get him eggs from out in the country and send him as they were so high in the place he worked that he could not afford to buy them.

I wanted to break in and ask this non if he could not afford to buy them inasmuch as he did not have a card and thought perhaps he had money to buy eggs. Had he asked me to do this for him I am afraid I would have said to him that I couldn't favor a non this much.

Brothers, every member must get in behind the Grand as well as your local officers to be successful.

Cast aside petty grievances and co-operate with the officers of our organization and we will make greater progress in bettering our conditions than in any previous two-year period.

Conditions are rapidly changing and during the period of reconstruction the progress we will make will depend largely upon the support of the individual member. Therefore let us give all of our officers our undivided support for the good efforts they are making in our behalf.

How many of you brothers are in favor of the present manner our fraternal department is being handled? I for one am bitterly opposed to the present form, and I have not heard a single brother speak in favor of it.

At one time we had a fine journal composed of almost half of good newsy items from most every road in the U. S. and never

an issue was read by me that I did not see where some old friend of mine had been promoted or transferred to some other position. All this was interesting to me and I know it was to others, and I cannot understand why our convention in Savannah, Ga., saw fit to change to the present system.

The O. R. T. Journal is ours, and if it is run at an expense I say pay for it out of the funds we have in treasury, and cut out so much advertising that is not appealing to us at all, and devote more space to our interest, that is if it takes the advertising to help defray the operating expenses, I say cut it out and let us pay for it.

I think every delegate from the A. C. L. will go to the next convention instructed to vote for a change from the present system.

This is the third letter I have written and have not as yet seen one of them published, and if this finds its way to the waste basket I am going to write another one next month even if you boys up the line don't help me out.

"A. C."

Montgomery District—

Brothers, if you have not subscribed for "*Labor*," published at Washington, D. C., by the railroad brotherhoods, you should do so at once. It is a product of and belongs to organized labor. It is published weekly and the club rate is \$1.50 a year, and if you will send your remittance to the Local Chairman he will be glad to order it for you.

Never in the history of organized labor was it more imperative that every man should belong to an organization representing his craft, as capital is working for the open shop to destroy the organized labor movement which stands for a living wage, a comfortable home, educating children, self-respect and good citizenship.

Every member should be careful not to violate our contract. It has taken us years to secure these concessions and cost us a lot of money.

There are several new men on the Montgomery District. Some of them are not up-to-date and every member should remember our motto, "*No card, no favors*," and positively live up to it. When one of these men comes to your place to work, make it your business to let the first question asked be: "Have you an up-to-date?" and if his reply is not right then do not let him rest until he gets right. If every member on our district will make it his business to do such as this we will soon not have a single non on our entire district. It is the duty of each and every member to stay on the lookout for this and do his part in keeping things going right. Let every member wake up and do something to better our organization. Do not sit and wait for your Local Chairman or some one else but get busy and do something yourself also. If every member will do this we will soon see a big change. Now is the time we all need to stick and pull

together as we are going to face other things in the near future when we will need the help and support of every man. Remember "United we stand, divided we fall." So let us prepare for war in time of peace.

If there are any members on this district who have not paid up their dues for the first half of this year they should get busy at once and get them in and avoid being put on the delinquent list. Also, if possible, I hope they will get an annual card and help to make this a banner year.

Don't forget the non next to you and if you get a chance try and explain to him what a glorious feeling it is to have an up-to-date annual card in his pocket.

Answer your wires promptly and render good service while on duty and do not give your officials any room to kick on your service.

It is with profound regret we announce the death of Bro. J. S. Allred, ticket agent, Troy, Ala., in January. The A. C. L. Division extends to the bereaved family its sincere sympathy.

T. F. BARFIELD, Cert. 828.

Norfolk District--

The most important thing that I can call to your attention at this time is to keep up-to-date, read every word in our journal, subscribe to *Labor* at once if you do not take it, and read every word in that.

We have some members at this writing who are delinquent, and when this appears in the March journal we will still have some who have not paid up. Brothers, when you read this, will you not make some arrangement whereby you can remit for your card for the first half of the year at least, if you have not already done so. If you can possibly do so, remit for the whole year, then you will not have to think about any more dues until next year.

The nons on this district are increasing. This looks bad at this time when we need 100 per cent membership worse than ever before. The members on the branch lines should keep after the nons until they come across.

The General Committee met the Management on February 14th, and were asked to accept a reduction of 4 cents an hour for agents and telegraphers and a reduction for the non-telegraph stations which would set them back to \$40 or \$45 per month. We did not accept it of course, but I wonder what the nons would have said had we done so.

B. G. COWAN, L. C.

Pennsylvania R. R., Div. 17.

Renovo Division--

I have been appointed Local Chairman of the Renovo Division to serve until my successor is duly elected and qualified. With great reluctance I accepted the appointment. I regret that the honor was not conferred

on another abler and better situated than I. Conditions were such, however, that I felt it my duty to serve for the present. I ask for your full co-operation in meeting the difficulties that confront us.

Bro. C. T. Witter, of Erie, and Bro. A. L. Goodwin, of Emporium, and myself constitute the Adjustment Board. We shall do all in our power to see that all secure a square deal. No honorable person can expect more or be satisfied with less. We are ready at all times to take up any grievance that you are unable to satisfactorily adjust. All questions henceforth will be settled in accordance with the new regulations. We ask you to notify us of any violations of the schedule that comes to your notice.

Co-operation is essential to the success of any undertaking. Because this was not given in the 2-day-lay-off-each-month proposition, it was necessary to drop our plan for assisting the needy extra men. Our purpose was to request the regular operators to lay off two or more days each month in order to relieve the distress of our less fortunate brothers who have had little or no work for several months. Petitions to that effect were sent over the division. I regret to add that barely half of the operators signed the papers, and quite a number who did sign imposed such conditions in regard thereto as to make the task of formulating a working schedule extremely difficult, if not impossible. For instance, some were unwilling that any should have the work except telegraphers; some wanted the work pooled and divided equally among the extra men; some wanted only the men with families or dependents to have the work; some wanted 75 or 80 per cent to go to the needy, while others wanted the senior extra operator to have the preference in all cases. Because of its unpopularity and our inability to unify the divergent opinions, we have come to the conclusion that it would be wise to leave the matter to the individual operator as to whether he is to lay off or not. No operator who signed the paper should feel obligated in any particular. All are free to act as they see fit.

The chief grievance before your committee at present concerns the roster standing of Miss N. E. Williams. The real question is should her seniority date from the date she became manager of "JO" or from the time she started as a block operator. Your committee is giving the case careful consideration and will endeavor to secure an equitable settlement. Individual preference can have no weight in determining this question. A vital principle is involved and the way it is finally settled will undoubtedly set a precedent for the future. If possible, I shall give you our decision and the reasons therefor in the next issue of the journal.

There are two things which every honorable working man should do: Pay his

dues and subscribe for *Labor*. All who have been negligent should rectify the matter at once.

ARTHUR PEWTERBAUGH,
Local Chairman.

Pittsburgh Division, Lines East—

The greatest danger now facing the railroad employe is the deluge of propaganda put forward. It affects the telegrapher more than employes who are centralized in terminal points who can gather in large numbers and overcome it by discussion. You will have to fill this gap by reading and studying.

Some of this propaganda you pay for when you buy a daily newspaper, more of it is furnished you free gratis, and paid for out of the lean revenues (advertised as such) of transportation corporations. To neutralize this I will again ask you to read your TELEGRAPHER. It contains information that should interest you, and keep your mentality from becoming strangled by paid scribes in the employ of organized dollars. After reading it hand it to another, and ask him to do the same.

Subscribe for *Labor*. It costs you only 3 cents a week when sub. is sent through your Chairman. If you are not willing to expend this princely sum each week, pass the hat around the office and subscribe in partnership. If this is not possible, then apply to the Salvation Army. They may place you on the mailing list.

If too poor or too penurious, then please risk a two-cent stamp, and send to your Congressman and secure a copy of Dr. Frank J. Warne's testimony before the United States Senate Committee on Interstate Commerce. You won't regret the stamp. It will show you the cause of financial embarrassment in rail circles is not in the high (?) wages you receive, but in years of financial juggling, over-capitalization, and melon cutting, and now you are to stand the gaff for this work.

The new Working Agreement became effective January 1st, 1922, and as it was the first agreement ever framed in which representatives chosen by yourselves had a voice, it can be truly said to be the initial agreement of the Pennsylvania System, and as such it compares favorably with the first agreements made by railroad systems whose employes have been in some cases revising them for 25 years.

As was to be expected, making an agreement (where none ever existed) for an entire system, it ran afoul of customs confined to divisions, and never based in working rules of any kind, but usually the work of a division official.

Here and there we have heard protests "that it should have been this way, or it should have been that way." In fact I

never thought there was so much wisdom laying around loose until this agreement was announced. Some employes that never chirped before are now asking why the schedule was not built around them. I am glad it awakened some of them up, even if it is to throw a few bricks at the Chairman. We will gather them up and build a new house with them after they get settled down. When the Working Agreement was compiled, the greatest good to the greatest number was the thought uppermost in mind. No region, division, or individual was set in the middle of the floor and a working agreement built around them. It was made to cover a system, and to obliterate many so-called customs existing on no two divisions alike. As time passes it may be revised if some of its regulations are not workable, but don't let any one operator think he was the only one held in view when it was made.

There is one thing that must be driven home to you all. You would never have had a working agreement on this system if some faithful brothers did not pay dues. You cannot hold it now unless many do the same thing. You can not maintain committees of adjustment without dues paying members. You can not hold even a meeting unless you have funds to defray expenses. As you have at last secured a working agreement, there is now no room for lame excuses of a slacker (and there is still some of them), perhaps working in the same chair you occupy in the office. If organization must be kept intact by personal solicitation, then it is right where you are working the work must be done, and it is up to you to be the organizer. If you are paying a little premium to place a set of working regulations and scale of wages on the job you are working at and permit the other fellow to enjoy the fruit of your sacrifice, then don't grumble. You can not expect the Chairman to do all the work, and that is not all—he will not. If you are not interested enough to solicit a member at your office, then you cannot expect an unpaid Chairman who has nothing but hard work, and his own position to work at, do it for you. Make inquiry and if you find a non or delinquent, it is to your welfare to have him renew, or join. It will take work on the part of the rank and file to maintain what hard work on the part of the few has at last accomplished.

Presume some of Committee will remember the saying: "You now have your head (like a camel) under the tent; it is up to you and your followers to get the body under it." Without dues paying members, you will not get the body under the tent, but the head will be forced out, and the tent collapse.

I have done my share, let the membership do theirs.
J. H. McGRAIL, L. C.

Eastern Division—

As time goes on things change, either for the better or the worse, usually as we make them. "A boat never sent out can never return." I therefore wish to bring this subject before the membership.

In the event the United States Railroad Labor Board decides against us on the two days a month relief proposition, with pay, perhaps it will appeal to the membership to ask for two days a month relief, without pay. It is a fact that a man is not a machine to be continued until worn out or laid up for repairs, but to have some recreation, and as most things are established by custom thus would it be if we asked for two days a month, without pay (however, in the event it was not granted with pay). It would prove, not only to ourselves, but to everyone else that we want these days of recreation.

It is true that we would lose in the money end of the month but on the other hand we would make up for it in physical well-being, which is a greater asset than money ever thought of being. There are divisions down East, I cannot call them by name, that have the two days a month relief, without pay. A brother from down East told me some time ago that the men on those divisions, when it was brought up for a vote, whether or not to continue the practice, voted almost to a man to continue the practice. It gives a man something to look forward to, days to plan visits or whatever we have to do. Some of us like to hunt, others fish, some the farm, others business of some kind; in fact the time will be consumed by recreation of our own making.

In establishing relief days (if that can be done and the membership so desires) we will prove we want it; that we are progressive and do progress with the times; that we want to put aside the past, when 365 days constituted a year's work.

I will appreciate a reply from the membership on the subject, for it is what the membership wants that they shall have.

Also wish to bring to the brothers and sisters who care to read or are interested, the law under which we work, known as "Public—No. 274." Titled "An Act to promote the safety of employes and travelers upon railroads by limiting the hours of service of employes thereon."

"Sec. 2: Be it enacted by the Senate and House of Representatives, etc. That no operator, train dispatcher, or other employe who, by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or effecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen

hours in all towers, offices, places, and stations operated only during the day time, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week: Provided further, The Interstate Commerce Commission may after full hearing in a particular case and for good cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case.

"Sec. 3: That any such common carrier, or any officer or agent thereof, requiring or permitting any employe to go, be, or remain on duty in violation of the second section hereof, shall be liable to a penalty of not to exceed five hundred dollars for each and every violation, to be recovered in a suit or suits to be brought by the United States district attorney in the district court of the United States having jurisdiction in the locality where such violation shall have been committed; and it shall be the duty of such district attorney to bring such suits upon satisfactory information being lodged with him; but no such suit shall be brought after the expiration of one year from the date of such violation; and it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge. In all prosecutions under this act the common carrier shall be deemed to have had knowledge of all acts of all its officers and agents: Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or of the act of God: nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal, and which could not have been foreseen.

"Sec. 4: It shall be the duty of the Interstate Commerce Commission to execute and enforce the provisions of this Act, and all powers granted to the Interstate Commerce Commission are hereby extended to it in the execution of this Act.

"Sec. 5: That this Act shall take effect and be in force one year after its passage.

"Approved March 4, 1907, 11:50 a. m."

Yours fraternally,

S. J. KRAMER, L. C.

Pittsburgh Division, Lines West—

Have you paid your dues for the new annual period beginning January 1, 1922? If not, why not? We wonder how the no bills appreciate the back pay that the O. R. T. got for them quite recently? We cannot understand how they figure to be honest men when they are not honest with themselves nor the organization which represents their fellow craftsmen.

Personally, we know that they put up a louder howl about a proposed reduction in wages than anyone else, as it is then only that they realize they have to live as well as others, that their rent, gas, water bill and the high cost of living affect them the same as others, and yet they sit back and expect our grand old organization to fight the wolf from their doors. This is a warning to the nons that if you don't get busy and come into the order your names will be published, as you have had ample warning and we know you appreciate an increase in wages or a back pay check as well as anyone else. "Oh," you say, "I am not doing anything against the order by not joining and if I can't do anything for it I won't do anything against it," in order to try to excuse yourself-condemned conscience, but you are working against us and yourselves every day that you refuse to co-operate with us in bringing about better conditions.

I am writing this to THE TELEGRAPHER as I know you will see it, for I know a non likes to read THE TELEGRAPHER as well as anyone else. Wake up, brothers. Don't you know we have been compelled to accept inequitable wage reductions, and assorted propaganda now is being conducted on a gigantic scale to enforce further unwarranted wage cuts upon us? The open shop movement and the persistent and concerted efforts made by the big employing interests in this country to deflate wages has intensified the necessity for great economic resistance on the part of the workers. CERT. 2897.

Nickel Plate Ry., Div. 18.

Owing to the small attendance at the February meeting at Hotel Winton, Cleveland, Ohio, it was decided to cancel the regular monthly meeting for March, and instead to hold a called meeting some time during the latter part of March, or early in April. Definite date to be announced later, and due notice given all concerned.

January 30th, at Cleveland, Ohio, occurred the death of Bro. F. W. Hegener, car clerk, and one of our good faithful members, who was well liked by all who knew him. In the death of Bro. Hegener, only sick but a short period, and who up until the time of his death felt that he was getting well, and would be back in the office again, is brought home clearly to us the uncertainty of life, and the importance of ever being ready for the end which we all know must come sooner or later. Brother Hegener had insured his life against this uncertainty, had taken out \$500 in the O. R. T., and even before Bro. Hegener's remains had been conveyed to their last resting place the machinery in the Grand Secretary and Treasurer's office was at work completing the records for the payment of the claim to the widow. Brothers, you who have been fortunate enough to enjoy the insurance feature of the order,

should watch this very carefully, and never allow your insurance to become delinquent. for you know not the day, nor the hour when you will be called upon to answer the same call as has come to our good Bro. Hegener, and when that time comes, what a consolation it should be to know that the O. R. T. will promptly step in and pay the death claim to the widow and orphans. If you have failed to pay those insurance assessments to date, get busy and pay them, don't try to gamble with the uncertainties of life.

Brothers, your attention is again called to the importance of looking after and reporting to your Local Chairman any and all cases where to your knowledge members are either sick or in distress. It is a duty which we owe to our fellow members to visit them when they are sick, and to render them whatever assistance we can. There is no time when we can better display our friendship and good-will toward our fellow members than by displaying the true brotherly spirit when they are sick or in distress.

Recently Bro. Ben Weakley underwent an operation at the Fort Wayne Hospital where he was confined for three weeks, and he advises that during that time none of his fellow workers called to see him, although a visit from them would have been most welcome by him. I am sure, though, that the boys in and around Fort Wayne did not know of his being there or they would have called on him. He was injured while in the company's service, and he advises that they stood all expenses of the operation and hospital bill, and that Dr. J. F. Dinnen, the company doctor, gave him the very best of attention, treating him with every consideration possible, as did Miss Hammond, the very efficient and painstaking Nickel Plate nurse.

F. F. COWLEY.

New York Central R. R., Div. 19.

Toledo Division—

Brothers, do not forget that your time is getting close now on your old cards, let all of you be in good standing by the 28th, so we can make a good showing for the division in 1922. You all know how we feel when some of you are delinquent or when there are a bunch of nons on the road.

It is not a good policy to try and do some of the things that has been and still being done by some of the operators here. I refer to one who played detective a short time ago and who sent a poor fellow to jail. You will find that you can keep pretty busy minding your own affairs and doing your own work and let others do the same. Don't lose the good-will of your fellow workers.

Three positions were opened on third trick, same being filled by extra men, which helps them out, as extra work has been scarce.

Cannot say if these positions will be put up for bids or not.

The ticket agent and operator's position at Edgerton has been abolished since Mike got too old to work, and a ticket clerk has been put in to handle the work at that office. The wires being taken out, except the dispatchers and message telephones which are still in service, this position has been and still should be covered by our schedule, if not as operator and ticket agent or as ticket clerk, same as such positions as Kendallville and Waterloo, and like stations.

If they close up all the day jobs soon as the men now on them get too old to work, or die off, we will stand little chance of working days, as these positions will all be filled by clerks, unless our schedule will be modified to include them.

If you have a grievance do not get sore at the Order, but take it to the next meeting and see what can be done about it. There usually is a remedy and if there is, the grievance committee is there for the very purpose of straightening it out for you if it is possible—if they cannot do it, do not drop your card, but stick with the Order and help them to find the way to make things right.

Everybody get up-to-date this term and boost for the Order, also line up your next neighbor non if you have one.

Boomer.

Michigan Division—

The closing of Ft. Wayne Junction has caused a lot of bumping as well as a lot of dissatisfaction among those concerned. There are several who thought that when the jobs at the junction were abolished that the jobs at the lower station ("GW") office should again be placed back on the Michigan Division where they were several years ago.

Prior to Federal control the Michigan Division Superintendent had jurisdiction over all employees at Jonesville including the assistant agent located at uptown office on the Lansing Division. During the period of Federal control the agent and clerk's positions were transferred to the Lansing Division and placed under the jurisdiction of the Lansing Division Superintendent. They also abolished the position of Assistant Agent at uptown office. We objected to this being done and referred it to Board of Adjustment No. 3, for decision. The Board's decision sustained the company and abolished the position which had the effect of removing the Michigan Division position from the uptown office.

That left all positions at the uptown office Lansing Division positions, and as the clerks were handling messages and reports by telephone, their positions were included in our agreement as Lansing Division positions. The closing of Fort Wayne Junction does not add any new positions to the lower depot. The clerks there have

merely added duties. They are not new positions.

Under our agreement seniority is governed by divisions and as the men at Fort Wayne Junction were Michigan Division employees, carrying their seniority on the Michigan Division, it would be impossible to give them rights to positions on the Lansing Division.

In view of the above explanation we trust all the brothers will fully realize the committee's position in the matter, and they wish to state that regardless of criticism, so long as they represent you, they will endeavor to carry out the provisions of the agreement.

G. R. SMITH, G. C.

L. O. DEWOLFE, L. C.

C., M. & St. P. Ry., Div. 23.

Wisconsin Valley Division—

I scarcely know how to begin this month. Bro. West's flattery that I would favor you with something interesting is amusing to me. I am sure I miss the mark in this capacity. Contributions to our Railroad Employee's magazine convinces me of that (I never see 'em, do you). Perhaps you think I've never been blue-penciled here, either. No use spoofing about it. Some of my efforts were of a nature not acceptable to these columns—home-brewed editorials lacking true local ingredients. The only thing of interest I know of at present is good wages. If we get enough we may attract a little "interest" literally and perhaps figuratively. We've got to take an interest in our welfare, especially just now.

Our division stands very close to 100 per cent paid membership, but in my estimation the best proof of this "hundred per cent" stuff is the acid test. Poor batting makes a poor average. Are you hitting the ball? Propaganda is still epidemic. The only anti-septic I know of is *Labor*. It keeps your train of thought on the main and sidetracks the "bunk."

We are still in the grip of a real old fashioned winter and can hardly expect to hold meetings under present conditions. But what I started to say was this: When we do have one BE THERE.

If you have not paid your dues yet, I presume it's because you're a little short of change—so is our treasury. It's taking a lot of jack to maintain our ship. If we expect to get into port every man must do his bit. No mutineers wanted. We've got to keep a "full head of steam." There's a rough sea ahead: "local storms predominating." So pay up, Mr. Delinquent, pay up. You've got to develop backbone and not overtax your wishbone. Nons are jelly-fishes hardly worth hooking, that's why we don't "harpoon" 'em. Here's to our bunch of "harp players."

CERT. 394.

Sioux City and Dakota Division—

Our last delinquent has just squared up and we can again say the S. C. & D is 100 per cent organized, as regarding men actually working or available. Whenever there is a change of division officials, we frequently wonder what, if any, changes in policy will be made. If we maintain a live organization and every member pays his dues and does that which will help keep every man in line and the organization up and coming, then hits the ball to the best of his ability, on his job, availing himself of the rights under his agreement, we need not worry about any change of officials or of policy. We are trying to maintain such an organization on this division. Our agreement is ample to take care of all conditions. If you are not getting a square deal, do not blame the O. R. T. unless you have handled according to plans and specifications.

After having had several complaints on treatment from the "XD" Sioux City, Western Union office, I called on Chief Operator Townley of that office recently. I find that neither Mr. Townley or any of his assistant chiefs have horns or carry a pitchfork as yet. In fact practically all of these boys are former railroad operators and agents and say they want to do the right thing by the railroad boys. They have a large plant and large force of operators and, of course, some individual operator may cause trouble without it being known by those in authority, but Mr. Townley advises that where such trouble is reported to him, he will take care of the offending operator. He asks me to extend an invitation to all of the members on this division to call when in Sioux City, make themselves known, get acquainted and look the plant over. Regardless of what we think of the Western Union as a general proposition, we as individuals are under agreement to handle the Western Union business for our respective offices. We cannot get far trying to fight it out with individual Western Union operators. Why not adopt the same policy toward the Sioux City Western Union office that we have in our railroad work on this division, give them service, the very best we can in every case. If obliged to be outside for a period, break in and give "XD" five at first opportunity after coming in, and anything else we can to show that we are right, then demand service and fair treatment in return. I believe we will get it and we will all get along better and happier in this way. I will be glad to act as a clearing house for any complaints that may develop and if we cannot get results this way, we can try something else. I feel that the Western Union, as a general proposition, should be handled by our organization as such, and that we should buck the line until it is so handled. We cannot handle it locally with one Western Union operator, or in one relay office.

Are you a progressive or a reactionary?

Stop—think hard. Every organization today has these two elements. Where the former are in control we move forward; where the latter, we stand still or back up. The carpenter of Nazareth, Washington, Lincoln and Wilson were progressives. Judas Iscariot, Benedict Arnold and some of the dollar-a-year men, reactionaries. The policy of reactionaries is to fill their pockets and to hades with the people, their gospel is that of greed, selfishness, scheming, crookedness, for the benefit of self alone. If you are a progressive in this day, you will suffer for your convictions and be many times mentally crucified. You will lose support from the weak-kneed ones, lose friends and often stand alone. The reactionary only thinks of self. He will slander you, call you radical, crazy, and say that you are trying to run things, because you seek to change old-fashioned antiquated methods, that have made it soft for him and his kind in the past, and the worst of it is they actually think they are right, because they have not woken up yet and do not know that a new day is at hand. These birds may wonder what hit them ere long. Again, "Are You a Progressive?" Of course you are. All honest to God Union men are.

WARREN E. BACK, L. C.

*Mobile and Ohio Ry., Div. 24.**St. Louis Division—*

For the last five or six months I have mailed a write-up for this division to headquarters, but for some reason only a couple of them have been published. I have before me at present, a circular from the President, urging correspondents on account of the large proportion of matter submitted for publication, to be more brief and confine themselves to information concerning the division's business.

We have on the St. Louis Division nine employees holding regular positions, and nine extra men who are non-members of the organization. I have been writing and doing all in my power to get them to line up and make this division solid. Have had some success and some promises, however, I think they should all come in. I cannot understand how a man can have the guts to continue working a contract position arranged for and by his co-workers with their finances and not contribute his moral and financial aid. There is not a non-member on the division but what is a fine fellow personally. They are all my personal friends, but I am at a loss to understand why they remain non-members.

I wish to suggest that in future, when you are away from your home station for ten days or more, that you leave your address and stamps, with some brother or send to me with the request that you be advised of any bulletins published. Recently, while one of the members of this division was away from home, a position which he has wanted for

several years, was bulletined and bid in by a younger employe than himself. He, of course, is very sorry for missing this bulletin. I make the above suggestion with the hope that such a thing will not happen again.

I am in hopes that when the General Treasurer makes his report after February 28th, there will not a single man who has failed to pay his dues. I paid mine in December and I am sure the balance are as able to pay as I am.

Fraternally,

A. DOWLING, L. C.

St. Louis & Southwestern Ry., Div. 27.

During the past few months the members of Labor Organizations, and especially the members of the Railroad Organizations, have had a most striking example of the efficacy of publicity in the efforts being put forth by the General Managers' Association, the Merchants' and Manufacturers' Association, a number of Chambers of Commerce, and by the Citizens' Alliances and Non-Union Employers' Associations throughout the country. Vast sums of money have been expended for the purpose of showing to the large disinterested portion of the American people that the railroads and industries in this country should be conducted on what they term the "open shop" or "American plan" basis. The keynote of this plan, of course, is the statement that it gives every human being who desires employment an opportunity to secure work upon terms suitable to that individual and by agreement direct with the employer.

We, who know anything of industry are, of course, aware that the ideas are based on falsehood, and that the entire substance of these publicity campaigns is deceiving; intended only for the purpose of disrupting labor organizations and preventing the working people from being able to take advantage of collective bargaining and concerted action where suitable wages and working conditions can be secured. During the months of this intensive publicity campaign by the employers' organizations, labor took no action whatever to bring the true state of affairs to the attention of the public. As a result the continual boring in of the employers' publicity campaigns has had a most wonderful effect. Hundreds of thousands of good people whose sympathies and prejudices had previously been with organized labor in its efforts to improve conditions for the workers, were made apathetic to say the least, and in most instances transferred their sympathies to the employers' side and away from that of the laborer. In my opinion labor organizations have lost a wonderful opportunity to combat this publicity by the same kind of a campaign. The railroad labor organizations are at present expending thousands of dollars each month trying

to protect our present wages and working conditions of the members. Because of the publicity campaign of the other fellow and the lack of publicity given the unions' side of the controversy, this fight is forced upon us. Had proper publicity been carried on for a period of six months previous to the roads being taken over by the owners, this fight would never have occurred and the wage and working conditions of all railway employes would have been a condition firmly established in the railroad industry at this time.

The General Managers' and Employers' organizations opposed to labor organizations have been using publicity of all kinds to destroy all kinds of labor organizations. That publicity has not been combated by union effort as it should have been. We, as working men, have been asleep and require an awakening. The purpose of this awakening must be along lines seeking again to secure the support of that big portion of our population that constitutes "public sentiment." Large sums of money have been expended to take that public sentiment away from us. First, I believe the only way to divert it to the right channels is through the expenditure of large sums of money to give the absolute facts to this large portion of the public that is being alienated from us. Second, every member of organized labor should subscribe for "*Labor*," and after reading it, hand to some good representative citizen with a request that he read and hand it to some one else, this rule should apply the same way with your TELEGRAPHER. I consider it one of the best labor magazines published, and I am sure the public would be glad to have the opportunity to read it, so pass it along, brothers, but with the request that it be returned to you.

P. D. NEISLAR, G. C.

Seaboard Air Line Ry., Div. 28.

Florida Division—

I wish to thank the brothers for the honor of election to the Local Chairmanship of the Florida Division, and I realize the responsibility, also the hard work we must go through in order to accomplish what the Order of Railroad Telegraphers as a whole is trying to do. What it has done is known very well by every man that has a card, and we can do more, and still have better conditions if we ALL work together, which I believe we can do easily on our division. I have appointed Bro. J. G. Leverette, Division Correspondent. His address is Williston, Fla., Box 95, and let everyone of us send him a few notes each month, and have as good a write-up as possible each month in THE TELEGRAPHER.

I find that the better service we can possibly render is the best thing almost we can do. Answer your dispatchers promptly, you know they have right of track over

other business, and by so doing I believe you will find you can eliminate lots of unnecessary correspondence, etc. As a whole, let everyone of us give the best work and service we possibly can to the Railroad Company, and you will find this goes a long ways.

We have several new night offices opened up lately, and all new men on the positions.

Several jobs on bulletin now. Wildwood, first trick; Waldo, second trick; Anthony Agency, being in the list.

I think we should congratulate ourselves by having the good luck of having Bro. Padgett for General Chairman. We can rest assured our business will be properly handled on this division. We were sorry to lose Bro. Tidwell, however.

Business seems to be good, and let's all work towards giving the Railroad Company the very best service we possibly can. If you have a grievance, first handle with your official, and if after so doing you are unable to reach any agreement, send me entire file on the matter, with all the information you can.

If you have one of the new men at your station, see if he has a card; if he has, all right; if he has not, put our proposition up to him, and see how he feels about it. If he is made out of the right kind of MAKINGS he will soon line up. I must admit the nons on this division are going to have a hard time of it. Some of them have been here quite a long time and never lent our Order any assistance whatever. I mean by this they are CARDPROOF. But even so, we are going after them, and see if we can get the price of a card, etc., out of them. There has been several new assignments, which time will not allow me to mention, but we expect to have a good write-up next issue of THE TELEGRAPHER, and I will thank you, each and everyone of you, to send Bro. Leverette some notes each month. If anything happened at your station, let him know about it, and he will handle.

E. B. KIRKLAND, L. C.

E. C. Division—

Bro. C. S. Hobbs, of Johnsonville, S. C., has been appointed a member of the Local Board of Adjustment on this division. The members of this board now include myself, Bro. M. A. Bell, Florence and Bro. C. S. Hobbs, Johnsonville, S. C. Any member wishing any information who cannot get in touch with myself will kindly call on either of the above mentioned brothers, who will gladly serve you. It is now Bros. G. D. Hutson, Eulonia, and E. L. Glover, Trio, S. C. We all welcome these brothers with us, only a few more nons left on this division, and have assurance from them that they will line up by the 15th of February, which will put us to the 100 per cent mark. The co-operative plan with the train service

organizations which was definitely decided upon by your General Committee some few months ago is progressing very fine, and we are all in great hopes that it will go through without a minute's delay, in which case it will be the duty of every member to give their fullest co-operation in making it a great success. It will mean a great deal to us all, as well as to the other organizations interested.

The boys who are now on non-telegraph jobs should try and get in a position where they could handle these positions, should they ever decide to cut the wires in their stations. It is never too late to learn, until too late. At this writing I am glad to say that every extra man has been regularly assigned, we have no extra men on board, business is picking up and everybody seems to be well satisfied. Here's hoping this will continue always.

I hope that when this goes to print there will not be a single failure among the members on this division in paying up. Should anybody have failed to pay up, please do so today. Don't wait another day. We must stay solid. We cannot afford to have a single delinquent. We must not have one. Help the cause by paying up today. *If you are not already a reader of "Labor," subscribe today, it only costs \$2 per year. This paper is owned and controlled by the sixteen standard railroad organizations.* If you send in your subscription to me you get it for \$1.50. Bro. J. J. Dermody, one of our vice-presidents, has recently been appointed on the editorial staff of this paper. After reading your copy of "Labor," hand to some friend farmer, or business man. They may also wish to subscribe to this paper. It is the desire of the owners of the paper to put it in one million homes. This can be done with your assistance in getting subscriptions from friends at your station. I feel sure that after a farmer reads one copy of *Labor* you could easily secure his subscription. Try it just one time.

J. M. RICHARDSON, L. C.

Missouri Pacific R. R., Div. 31.

Illinois Division—

At this writing the Illinois Division is in pretty good shape. No change in the nons since last write-up. Also no change in our list of delinquents. Bro. Ross, second Roots, is a member of Frisco Division, No. 32, with an up-to-date card. Bro. Dowdy, new man, from C. & E. I., is sporting the proper credentials.

However, we have two or three, may be more, on this division that should have their names here in big box car letters as SLACKERS for allowing the other fellow to do the fighting and paying, but not all the kicking.

We are going to have great need of loyalty and firmness the next 12 months, and I

hope every man will realize that some one will have to pay.

The new seniority list should come out in the next month or so, and a copy will be mailed to each brother as soon as received. You will find quite a bunch of dead timber eliminated from this list, and if any brother finds error in his seniority, have it corrected immediately. Do not wait six months until you are out bid on a job. Raise Cain. Have it corrected at once.

Bro. Cloutier, second South Dupo, was given 60 days' suspension from service by Superintendent of Terminals, but on appeal to General Chairman was placed back to work within 10 days. You delinquents and nons—it may be you next time, and if you are treated unjustly who is going to fight your battles for you?

If there is any one that is on the delinquent list now account of sickness in family, please advise myself or Bro. Mohler, and your dues will be waived for the term.

Wish to call to the attention of the levermen about picking up any one to relieve them for a few days. Please discontinue this practice. We have regular extra men that would be glad to get this work and you are doing them an injustice by picking up any one to relieve you, besides violating the rules when you do so.

The year 1921 has been a pretty busy year for yours truly, account the closing of offices and the bumping proposition. I sometimes feel myself slipping and have my doubts as to sticking out the full term, but who wants to be called a quitter? You stick with me by paying your dues without having to write you forty letters, and I will try and stick with you. The chief dispatcher and myself are having quite a time with Article 4, Paragraph B, but I think we will have it settled in the next few weeks as to how it should be interpreted. I may be wrong and the chief dispatcher may be. It is up with the General Chairman now for ruling with the Superintendent of Telegraphs, but in the meantime send in your travel slip every time you make a move and keep accurate record and copy of all moves.

Don't forget to get after that non or delinquent working with you, and get them to line up and help us fight their battles. I am figuring strong on all the brothers that were paid up for term ending December 31, 1921, to be in the same shape for term ending June, 1922, for all the regular six months delinquents are on the list from last term, and all the paid ups for term ending last December are regular fellows. Here's hoping you continue to be so.

M. H. Nicks, L. C.

Baltimore & Ohio R. R., Div. 33.

Cleveland Division—

The joint meetings held at Cleveland during the past year have been discontinued for

a time. In future these joint meetings will be called from time to time, as required.

Our committee as well as the general committees of all other lines have been served notice for a revision of agreements, and it stands that all members of the organization to stand firm and assist your committee all possible in their work.

This division has held its own during the past year, and we should all strive to do our best and stand solid behind our committee; many of you do not realize what they are up against, and some think it is a snap. Far from it, boys, it is work, and hard work at that. The cases that have been settled for different members and grievances handled, run into the hundreds. All this requires patience and good judgment. The committee should be congratulated for the work it has been able to accomplish during the past year in face of the conditions existing in the country.

I hope you will all be found on the right side of the ledger when I get my list March 5th.

If you are not up-to-date, now is the time to send in your money and be in line.

The closing of six positions on this division has caused a lot of bumping, but it is nearly over and no one seriously hurt by it.

Thanking you all for your support, and asking you to drop Bro. S. B. Shafer, Box 1175, Tucson, Ariz., a letter or card to cheer him up and show him he is not forgotten by his friends, I am as usual,

W. A. McCABE.

New Castle Division—

The seniority of Bro. L. G. VanVrankin should read June 19, 1902, instead of June 19, 1901, as printed in the new seniority lists. Please correct your copy.

G. A. McBRIDE, L. C.

New Castle Division—

The 1922 seniority lists have been received from the printer and every paid-up member should have a copy by the time this appears, but I wish to call your attention to the cost of having these lists printed, as the price is now five times higher than the first lists that I had issued in 1917. So hang on to your present copy as we will likely make them run over a longer period than one year, and I will try and keep you advised of corrections by occasionally publishing them in THE TELEGRAPHER. There is one correction to be made now; through an error of the printer, the name of Bro. Maynard was left off as a member of the Local Board of Adjustment; he is still on the job and ready to handle the troubles of the Lake Branch.

If you have not paid your dues, do so now, the stronger the organization back of you the better you will fare during this period of readjustment. If you don't be-

lieve it, just take a look at the individual employes on some of our neighboring roads who are now working at the 1915 scale. They are not telegraphers, however, but watch your step and stay organized, and by all means read "*Labor*." You will then get the inside facts on the railroad situation, something you will never get from your daily press.

In reading over your Journal, do you notice the number of divisions announcing that they are now 100 per cent O. R. T.? Are you doing your share towards making this division in the same class?

G. A. McBRIDE, L. C.

Chicago & Eastern Illinois R. R., Div. 34. *Illinois Division*—

General Chairman Skiles convened the committee in Chicago, January 24th, on request of the company for a revision of our working rules (revision downward, of course), and when the conference ended the committee declined to accept sixteen of the company's articles and reached an agreement on the remaining eleven articles. It appears that the management wanted to pass up to the Labor Board about all the rules that carried penalties and those that had some kind of compensation attached to them. The management also desired to remove quite a few of the positions we now have from the schedule, and the committee countered this move by asking for quite a few lucrative positions. This also went to the mat. No definite time is set for the Board's action on the disputed rules as they have numerous cases to decide before being able to get to work on our agreement, and we are most sure our representatives will be right on the job looking out for your interests, just like they have in the past, when the proper time comes.

Local Chairman Dougherty has been over the line and reports a great deal of good spirit among the boys, that bespeaks another progressive year for us. He has succeeded in bringing back about all of the delinquents and nons that can be reached by human processes and modern means. He still remembers several of the petty excuses and silly expressions that a few of the nons tried to pan off on him. He received a whole bag full of hot-air from some of them. There was not one of them who had manhood enough about him to say that he didn't want anything to do with the O. R. T. They all want its benefits, still they refuse to believe they should help to bear the burden and pay their small part. Some of them offered excuses that had Old Satan bested ages. They were priding in the things they were doing; didn't want to talk of this Order business at all; still clinging to the same old fear and not ready to assist us to keep up the standards under which we are living. Not wanting us to remain parts of the com-

munities of which we are a part, and in which we are going to live.

These nons by their action are still giving assent to the powers that throttle the press. They are helping to barricade up their lives and homes against future happiness and independence that is due to us all, and for which this country is supposed to stand.

Last year the position of operator-cashier at Tuscola was discontinued and the holder, Bro. Hazlett, was not appraised of the fact that he could displace according to the schedule on the night operator-clerk position which was being filled by Bro. R. Odum, a younger man. After waiting several months, he took the matter up with the company, taking the position that since he should have been permitted to displace on the position at the time the force was reduced, it still should be his position. The company complied with his request, allowing him to displace Bro. R. Odum. Bro. Odum in turn was not allowed to displace Non-Kaiser, on second at West Frankfort, and was ordered to displace Bro. Mattix, on third. St. James, an older man. This move was contested by the brothers involved and on February 1st Bro. Mattix was placed back on his position and Bro. Odum displaced Non-Kaiser at West Frankfort Station. The force at that point didn't take a liking to Bro. Odum and they railroaded him out of the job. Bro. Odum going to extra board. This move is also being contested by the committee. The company sometimes makes mistakes and we should keep posted regarding our agreement with them. A thing may seem trivial with them, but it may mean a great deal to us.

When we find a violation we should not wait but take it up promptly with the Local Chairman, who will examine the merits of the claim and push it along to a final settlement. We all know that instances like this one at Tuscola and West Frankfort costs us as well as the company, and they are just as glad as we are to get out of unnecessary expense.

A non at Tamms, the father of a thousand terrible wonderful imaginative reasons for why he shouldn't be in the Order and the county home, is still putting it off. His last line is this: "I'll come in when I get straightened out." We don't just know what he meant, but in his next breath he handed us the dope that he was going home to rent out his store building for the neat little sum of thirty bucks a month. Now we feel like just one month's income from this building would put him in fine shape with us. We have been very patient with him until he has succeeded in fitting himself up pretty comfortable. He may now think he is in the capitalistic class. Anyway, the boys must quit letting him sleep in the stationary case. We have heard this non complain about some kind of sore-

ness, when he is awakened at the stations. We imagine that this soreness emanates from the same source as these innumerable excuses and that he doesn't think or care anything about whether the seats at these stations are used by the passengers, who pay the company revenue, or by itinerant operators who haven't the heart to part with the price of a bed and are too tight to drop their little mite into our humble basket and help the good cause along.

Yours fraternally,

CERT. 278.

C., R. I. & P. Ry., Div. 35.

Kansas Division—

December 31st found us with several who have not paid their last half year's dues and M. B. D. for last part of 1921. Will each of you please take this matter in your own hands and pay up without further delay. No use to try and run a business unless you pay your part which is only a small sum each month, which you would spend some place else, if you did not pay dues with it.

Dues for the first half of 1922 coming in slow. Your committee on meeting the management in January submitted an increase along with the proposed decrease the company is looking for. The increase asked will offset the decrease asked for by the company. Understand the Labor Board has set March 6th for the time when the hearing on wages will start.

The extra board at present is a little slow, but in a few weeks things will open up, that will give all extra men plenty of work.

Brothers, will each of you see the necessity and pay up your dues at once? Let us not have the delinquent list this year like last.

M. W. SHAW, L. C.

Colorado Division—

Was in Chicago on committee work the first part of January, framing up a counter proposal on the company's plea for a reduction. Our proposition was the maximum of Interpretation No. 8 applied to all positions and, in addition, the six cents that was taken away from us last July replaced. Naturally, there was nothing doing from the management on our proposal. Joint statement of facts will be drawn up on both proposals and handed to the Labor Board for a decision. Am looking for a decision on our rules at any time now and judging from what was handed the clerks, our future does not look any too bright. Personally, I wish the Labor Board was a thing of the past. But it's here as a thorn in our sides, and as gangrene is to a sore, the Labor Board is to the Labor movement, and no hopes for relief from either, without an operation to cut out the infection.

This is no time for sugar-coating our conditions. The plainer the matter can be put to you, the better off you are, for you will then realize what we are facing and will know how to act. We are facing serious opposition and must hang together or be at the mercy of the opposition as sheep outside the stockade are subject to attacks by the wolves. Stay within the stockade of Organized Labor. We can expect reactionary decisions from the Labor Board and the courts to continue or grow worse. We are, therefore, thankful for another chance to vote for laboring men for lawmakers next November.

J. G. OLESEN, L. C.

Missouri Division—

At present we are after an increase to offset the decrease already given us and the one threatened. The division is in pretty good shape. Have few not paid up yet; eight regular assigned nons and three on the extra list. Get after them boys and make them shoulder their part of the load.

In checking over the new seniority list you will note several changes where men have moved up on it. Will gladly answer any inquiries regarding this.

You will note there has been no write-up in the Journal for some time. The personal items have been cut out. Nothing but information your officers of the organization wish to impart to you is printed. I have had nothing to say as the news on one division is news to all. Bro. Dunnam gives us the dope each month in the Journal, and any write-up I would give would just be repeating what has been put out from his office.

J. R. KRUSOR, L. C.

C., B. & Q. R. R., Div. 37.

The members have been quite generous in responding to our appeals that they pay up their dues for the current term, together with M. B. D. assessments, but still there are quite a number holding out whom we feel are quite able to pay up and should have placed themselves in good standing prior to this time.

On February 28th all cards issued last term, which ended December 31st, expired, and those not remitting for the new card have had their names crossed off the mailing list of THE RAILROAD TELEGRAPHER, consequently they will be unable to keep in touch with what the organization is doing in an attempt to guard their interests in connection with both wages and working conditions.

Also on February 28th all insurance becomes void if assessments are unpaid, and should a delinquent be called to the Great Beyond, his beneficiaries would suffer through his neglect, carelessness or whatever you choose to term it.

Is such action in connection with a card or your M. B. D. an indication that you are

doing your share toward promoting the work of the organization? Why hang back and allow the others to work for your welfare while you avoid doing your share? Let us all pull together to the end.

I would again urge on each and every member the necessity for transferring to Division 37 those who are working on this system of road and carrying cards in other system divisions, also the importance of securing the application of the non-member wherever he may be found. Your Local Chairman will gladly furnish you a list of the non-members on your respective divisions.

The present is not the time to lose interest in your own welfare or neglect the duty you owe to your organization and your fellow workers.

Let's go.

W. F. DENTEN, G. C.

Creston Division—

Thanks to you brothers and sisters who have been so prompt in paying up your dues and M. B. D. assessments, and am glad to see so many taking out annual cards. I sure wish to thank you who have, very much. I sure appreciate this liberality.

Now brothers, who have not paid up, please do so at once. remember we cannot expect to get any where single-handed. There is strength in unity, we must fight together, stand together and be all one together. Where would we be today if it was not for our organized body and the untiring efforts of our officers. Let's put pep in our veins and our organization. Boost for solid divisions and that will make a solid system. Just got letter from Bro. Denton, who advises we have not been handed our fate from the Labor Board, but live in hopes it will not be so bad.

Keep right after that man working with you. If he is not a brother, make him one. If he is a delinquent, keep right after him until he takes out a card and then show him how much nicer it is to be one of our brothers. Nothing new. You all should read "Labor" and see the digging Mr. McAdoo gave the railroads. It is worth the whole year's subscription, and he sure is telling them how it happened. Wish you all were readers of "Labor."

It is now Bro. N. S. Shehan, Corning, Iowa. Wish the other two would see the bright lights and come in with us.

Brothers, do not lay down on the job. Let us do our work right up to the minute. Stick right in the office and do not give anyone a chance to say we are laying down on the job, eight hours soon pass away.

Make our slogan 100 per cent membership, efficiency and courtesy.

With best wishes to you all.

Faternally,

J. C. OVERMIER.

Q. O. and K. C. Division—

It is pleasing to note that most of our sisters and brothers are taking more interest in our Order than formerly, and am very glad indeed, however, our real pride on this division is; our sisters never lodge a "kick," never have to be asked to pay their dues, and most of them on many an occasion offer their services to assist us in anyway they can. Just last Wednesday one of our South End sisters offered to solicit the Middle and South End divisions for funds to purchase flowers for the mother of Bro. Kelth, who passed away the 15th inst., and Bro. Bagby, who has charge of the flower fund, purchased a beautiful wreath with the letters O. R. T. in the center. Girls, we are proud of you.

We now have two nons in addition to the two old determined ones on the South End. The new agent at Smithville is a non, and the young man from Reger named Williams, who has been working extra, and at present on the Middle or South End Division. Don't know just where he is at present. I wrote them both some time ago, but received no reply. Some of you sisters and brothers invite them in with us. Show them we are interested in them, and if there ever was a time when we should be solid, it is now, as you all know in this present day when the Wall Street hordes of capitalists are banding themselves together in one of the most powerful unions the world ever heard of. They are spending millions of dollars in propaganda, to influence the people and create public sentiment against us, and charging us with grafting for daring to demand the retention of the so-called enormous high wages which we now receive.

The past year has been an eventful one, and indications are now that 1922 will be more so, and I cannot understand how any wage worker can sit idly by and not affiliate himself with the union of his craft at a time like this and, after being on the inside, do nothing.

Joining a labor organization is a little like getting converted and joining church. If we stop there we will soon be (spiritually) dead. Labor has certainly been sleeping on the job. Had we been up and doing there would not at this time be such a vast majority of hard-shelled reactionaries at Washington making laws for us (did I say for us? well I guess not), and leaving our bright intelligent, progressive material at home plowing corn or pounding brass or doing something else. Let's forget all about party affiliations.

I had a brother tell me a few days ago that he seldom ever read THE TELEGRAPHER, only glanced over it, and I fear that there might be others who do not take time, or become sufficiently interested to read it. Brothers, I urge you to read it, as it contains at least some very good and interesting articles.

If any of you have not read the article

by R. J. Webb in the January number, beginning on page 43, wish you would do so.

There are also a few of our members who do not take "*Labor*;" I wish I could induce you to subscribe for it at once. It is published in the interest of laboring men and women, and you can feel assured that what you read in "*Labor*" are cold facts, which is quite a contrast as compared with the daily press, and no laboring man or woman can read it regular for a few months without becoming a unionist, at least in principle. It gives the doings of Congress each week, and much news in which laboring people are very vitally interested, and which the press will not print. The price is \$1.50 per year club rates. Send your subscriptions to me and I will be glad to send them in for you.

Faternally,

L. E. SCROENE, L. C.

Lincoln Division—

It is now Bros. Hile and Holmes—hope the other will come across soon. Boys, help get them and make the division solid.

They are still reducing the forces, closing third Cairo and third Utica. Here's hoping that better days are coming.

If you have not already sent in your dues, do it today.

Bro. J. E. Ellnor has been appointed assistant, and will have charge of the flower funds.

By the time this reaches the readers we will probably have a decision from the Labor Board regarding our rules.

Bear in mind the cards. Grab but don't give. "*No card, no favors.*"

K. E. PLOTTS, L. C.

Galesburg Division—

It is very pleasing to me to note the prompt response of the members of this division in paying their dues for the current term. We are going to have very few delinquents on February 28th, and with another week ahead in which to pay dues, I hope we will find none remaining.

I know this is a very trying time with so many of the boys out of work and is still more reason to feel proud of our division's standing. There are some of the brothers who have written me that they are not going to be able to pay up by February 28th account of present conditions, but I think we are going to be able to take care of these brothers until they get on their feet again.

The ever-present nons are still with us, but we have been able to make a little progress in this line also, and have further hopes in the near future. If any of you know of new men coming onto the division who are not members, please send their name and address either to myself or Bros. Fletcher at Galesburg, Bakman at Monica,

or Thompson at Augusta, and we will try to get them with as little delay as possible.

The Local Chairman and assistants cannot do it all, brothers, we are giving a great deal of our time, absolutely without pay, for the good of the Order and it is your Order as well as ours. If we lose you lose also, so everyone should put a shoulder to the wheel and boost.

There has been a great many positions closed on this division during the past two months, and it has thrown quite a number of our men out of steady work. We have several men of three years and more on the extra list, and I for one should like to see the last part of Rule No. 30 eliminated. It is not just to see a man with one or two years holding a regular position, while another with twice as much seniority is "bucking the list." I would be glad to have the opinion of others of you on this rule.

E. L. HENDRICKS, L. C.

Sterling Division—

We regret to learn of the death of Bro. T. C. Potter, agent at Carpenter, Wyo. Bro. Potter died of heart failure at Osborne, Mo., February 16th; he had worked on this division since April 7, 1917, and was highly respected by all who knew him. Again, another brother of our craft has traveled to that unknown and better world, where peace and harmony forever prevails, and at the end of our allotted time we shall all have to answer that call. I did not learn of Bro. Potter's death in time to arrange for flowers, but the division extends sympathy to all of his relatives.

I am glad to note that the brothers are paying their dues and insurance assessments promptly, for that is what makes a perfect organization, and we are almost 100 per cent solid on this division now. Business is improving the past few weeks, and we hope it will continue so we will get the positions put back on that were taken off on account of slack business. Brothers, are you all regular readers of "*Labor*?" I would like to call your attention to the last appeal I made to you in regard to subscribing for this publication. It is the only paper to my knowledge telling the truth regarding public affairs, and is edited in your interests, and if you are not already a subscriber, send me or Bro. Denton \$1.50 and you will receive it for one year. *Do it now!*

F. A. SENSE, L. C.

Pere Marquette Ry., Div. 39.

Brothers, the year just closed has been somewhat different than the few just preceding it, that is conditions have undergone drastic changes, living has dropped but a little, yet employers in all industries are demanding that employees take reductions in wages; railroad employees were not excepted and, although the Labor Board did not grant

the full reductions requested, the management is again requesting further reductions at this time. Conference has been asked with your representatives with the view of submitting the matter to the Labor Board. Our class of employees as you know are paid a lower rate of pay than on connecting lines, therefore, we are submitting a counter proposition asking that our pay be made the same as those connecting lines, also some changes in rules.

We are proud of the loyalty you have shown during the past year. For your information will say that for the period ending June 30th, we had 77 more members than positions. When the accounts of the secretary are audited and his annual report is rendered, indications are that our record for the last half will be fully as good as the first, we can maintain that excellent record if each of you will see to it that your neighbor has an up-to-date card at all times. If you have not yet remitted for this period, if it is possible make it an *annual*, thereby saving both expense and labor. So far about 50 per cent have remitted for *annuals*. One of our divisions in the south boasts that 80 per cent of their members carry annual cards. Can we not do as well?

A good meeting was held in Grand Rapids, December 11th, jointly with the G. T., N. Y. C. West and the P. Co. Lines. About 30 were present and all were much interested in the talks of the chairmen of these lines, also a good address by Bro. W. T. Brown, first vice-president. More of these meetings will be held and a schedule of such will be arranged at the various junction points.

We realize that further reductions will make it difficult for some of you to meet your obligations, information will be asked of you and will you mail it in promptly so that it will be available in defending your case before the Labor Board. Let us make it an increase instead of a reduction this time.

Some positions have been abolished recently, when this happens you should notify your superior officer that you desire to bump the junior man if there are any junior to you holding a regular position.

Are you a reader of "*Labor*"? If not, let us urge you to subscribe now. Mail \$1.50 to the undersigned for a year's subscription and receive a copy each week that will give you more information of interest to you than all the daily papers combined that you can buy. Almost one-fourth of our members have sent in subscriptions through me during the last year. We wish to make it 100 per cent during this year and, in order that I may have a record, ask that you send your subscription to me. We will canvass the system for subscriptions, so let us hear from you.

With our excellent membership we still have a few nons, a total of about 30 on the

system. Ask your local chairman for their names and ask them to do their part. Your protection and the living conditions of yourself and family depend upon thorough organization. See to it that your neighbor has an up-to-date card. With best wishes for our continued success, I am,

Yours fraternally,

R. M. BURR, G. C.

Petosky Division—

This division has felt the effect of the reduction of force to the extent of eight men, positions being closed being: Agency Bay Shore, second and third shifts at Interlachen, second Bitely, second and third Newaygo, and second and third Grant. These positions will all be reopened no doubt in the spring, but it is making it hard for those men laid off. Some of them have secured other positions through bump or bid.

Our district is in the best condition of the five. We have but three nons, but that is three too many. If you desire their names, let me know or ask Bro. Robinson, second White Cloud, or Bro. Fred Wright, second at North Yard. These two brothers are my assistants and they stand ready at any time to assist you, and we will appreciate your co-operation by assisting us. These nons do not hesitate to accept the benefits for themselves and families, and let you bear the burden and there is nothing manly about that. They are giving assistance to those who would defeat the cause of humanity and stand in their own way to betterment of their and your conditions. Let us go to it, boys, and make converts out of these three. Are you on?

Boys, we ask your backing to be the utmost in our conflict in which we are about to enter. Your Committee will do everything possible to not only avoid a reduction, but endeavor to build up our rates of pay to a parity with other lines connecting with us. You will be asked for information in connection therewith. Secure it carefully so that it can be relied upon and furnish it promptly. Yours for success, I am,

Yours fraternally,

R. M. BURR, L. C.

Chesapeake & Ohio R. R., Div. 40.

Chicago Division—

Having received the majority of votes cast, I am elected to the office of Local Chairman of this division, to fill the position until March, 1924.

I trust I may be able to do you some service, that I may be worthy of your kind approbation and I want you to know that it is my desire to be the best chairman the division has ever had. Meetings will be held from time to time, and I hope to meet you there.

Yours in S. O. & D.,

F. M. PROFFER, L. C.

Our newly elected chairman has placed the reins in my hands to handle as correspondent. It is my desire to be of the greatest possible help to you and Division No. 40, and I am looking to you for suggestions, which, when put into effect will prove of the greatest good to the largest number. Therefore, let me have any suggestions you may have on the subject of organization, etc. Remember our slogan: "No card, no favors," and keep working on the nons.

Yours in S. O. & D.,

J. H. BAUER.

Canadian National Rys., Div. 43.

Saskatoon Division—

I am trying out a new bulletin scheme. Commencing the first of this year all vacancies and appointments, excepting those under bulletin January 1, 1922. Bulletins will be numbered consecutively. If you miss a number you have missed a bulletin and can at once take the proper steps to secure the missing number.

No new members to report this write-up. I have been away on leave for three weeks and the nons have had a rest. Well, it's the last one they get for a while. We added twenty-eight new members to the division during the past year and the non list is getting shorter, but it is too long yet. I have had requests from several of the boys asking for a list of the nons so they could work on them and will be glad to furnish the list to any one at any time—if there is any left.

Dues are coming in nicely, "43" will set a mark for yearly cards this year, that the rest of them can shoot at for a long time. If you have not already paid your dues, do so at once as your two months' grace is nearly gone. If in need of information, write to me or call me up.

Bro. Phillips has threatened to supply me with sufficient copies of the ritual to enable us to put on a meeting according to Hoyle. I am quite agreeable if the rest of you are, would like to hear from you along this line. We might even borrow a non from Sam Harrington and put on an initiation. Would not like to experiment on any of our own till we see how it works.

Dues are coming in very nicely for 1922, full 90 per cent of the cards issued on this division for 1922 will be annualse.

The 1922 seniority lists will likely be in print shortly, and for your information Bro. W. A. Brown has been reinstated and his name appears on the new list. Wish you would write me promptly of any errors you may find in this list. I checked it very carefully before sending it in, and think you will find it nearly correct.

The tentative agreement which has been in effect for some time has now been signed as a permanent agreement with the excep-

tion of the assistant agents' rates, it is expected that some change will be made in this part of the agreement, in favor of the assistant agents' rates.

R. B. AINSLEY, L. C.

Hanna-Calgary District—

Our district has suffered considerably in the number of operator positions taken off during the past month, and from the present business outlook it is evident that further reductions will take place before any improvement comes our way.

Some of us who were not very familiar with the schedule as regards who one might bump, have become very proficient with the workings of this part since all the moving commenced. Most everywhere one went you could hear: "Well, I am next, but I can bump so and so," and so on, and the rumbling still goes on. It is also rumored that the agents along the Goose Lake will not again be able to knock down the overtime, meeting night trains as has been done in the past. If this is the case you boys can once more commence to live, get acquainted with your families and, with the renewed energy obtained from a good night's sleep, find greater pleasure in your work. Our motto has always been a living wage without overtime, and not one man begrudges the overtime, providing it is helping a brother over his hard spell.

You agents who are receiving all this correspondence with so many threats of dismissal and discipline of various kinds don't forget to turn the other cheek, it is the better policy.

If you boys would like to see a write-up each month, forward me your notes. This being only a start, I will not attempt to detain you long this time.

Send Bro. Palmer, Dauphin, your dues and notify Bro. Whitlock at Oyen that you have done so. You must show a strong front in such times. CERT. 555.

Denver and Rio Grande Western R. R., Div. 49.

We deem it advisable to call your attention to the following suggestions for your own good and trust you will be governed accordingly:

In filing your bid on a bulletined position with the proper railroad officer you should mail a duplicate of same to your Local Chairman. A case recently came up on one of the divisions where this was not done and the original copy failed to reach the railroad officer. A complaint was made and the superintendent asked the Local Chairman if he had received a copy. As he had not, the applicant was out of luck. Had he forwarded copy to Local Chairman, the latter could and would have sustained the contention.

We have from time to time received in-

formation from a number of our members that they have been requested by dispatchers to sign "31" train orders and hand up to the train and engine crews so as not to stop the train. Such practice is contrary to book of rules, is dangerous and in event the order was not fulfilled, the responsibility would no doubt be placed on the person signing the order. The rules also provides that "31" orders must be signed by those to whom the order is addressed, except enginemen, when addressed to the C. & E., and does not provide that the head brakeman or any one else sign for a conductor. Employees are not disciplined for adhering to the rules but are when they fail to do so.

Another matter worth mentioning, especially for agents, is in regard to making cash remittances to the treasurer. During the year just closed one or two cases were referred to us by agents who had been advised by the treasurer that the remittance was short. We handled with the treasurer and it was explained just how your remittances are handled by his office. The accountant breaks all seals and opens the money envelopes behind a steel cage with door locked and in event a shortage is discovered, he at once calls a witness to verify his count. It was further stated that in the event an agent feels positive that his count is correct, an investigation will be made and if it is found that outsiders who have no right in the agents' office are allowed inside, the agents' case will fall flat. As a suggestion to prevent such errors in the future will say that by adhering strictly to instructions against outsiders being allowed in the office, is a step in the right direction, and when making up remittances it might be well to have a responsible person in your office certify to your count and sealing of the envelope, placing his initials thereon. It is possible to make mistakes but to safeguard against them is also essential. We would like to have agents report such information to us as a matter of record.

With respect to schedule revision as per General Manager Russell's printed circular, December 6, 1921. Will advise that at the conference we were advised they desired to make a downward revision, reducing present rates to rates in effect as of 12:01 a. m., March 1, 1920, together with further reduction of the increase resulting from application of Interpretation No. 8, to Supplement No. 13, to General Order No. 27. We inquired or requested the reason therefor and were advised they had none to offer at that time, but were compiling data and would furnish us with same later. At the time this is mailed for the press, we have heard nothing further from the management. We hold in accordance with your wishes an increase is necessary at this time.

E. A. COMPTON, G. C.

Southern Pacific Lines West, Div. 53.

Los Angeles R. R. Division—

If you have failed to remit your dues for the first half of 1922, your local chairman will now have to start a campaign of inquiry and solicitation. His private time will have to be sacrificed, stationery and stamps used, and a lot of energy squandered. Do you have to be subpoenaed to brush your teeth? Must you be urged to pull up your socks? And how about wiping your chin—do you meet that requirement without brotherly supplication? Well then.

News item dated Spartansburg, S. C., reads: "Members of the American Legion Post at Greenville, S. C., will serve as policemen during the annual banquet of the police department of that city." Banquet once a year, beans thereafter. Boy, page Mr. Coolidge.

Congresswoman Robertson says regarding Flappers: "You can blame her mother. As the mothers flap, so flap the youngsters. She sets the pace and her daughter follows. Let the mothers stay at home. Then they would find their daughters would come flapping home, flap into an apron and spend their out-of-school hours in a thoroughly wholesome way."

Did you know that "Red" Lambertson, who attempted to derail a train near Gledale, was an I. W. W., Bolshevik, Unionite, Socialist, Prohibitionist and Pro-German? In fact he was everything but a Republican and Democrat. He must have felt that in the latter two the field was too crowded for one in his profession. It was known several days prior to his attempted act that his mind harbored a great criminal thought, yet he was permitted by the authorities to actually spike an obstruction on the rail before placing him under arrest. In fact he was not arrested until after his body had been made the target for five bullets from the officers' guns, although he was shot in self defense by the five officers. His photograph was also taken after he was shot and while lying along the track. He later died in the county hospital. Altogether it was one of the most inexpensive attempted train wreckings that the newspapers have had in recent years.

A non is the kind of a guy that: Believes he is right until proven wrong. Then he gets up and leaves. Has two methods of reasoning: The wrong way and the incorrect way. Puts up lightning rods to protect his house, yet refuses to put up the price of a semi-annual card to protect his wages. Puts a five-cent piece on the collection plate on the Sabbath and then slips home with the usher's umbrella. Pays his house rent because of his honesty, and because he would get thrown out if he didn't. Attends a free lecture in order to pry off a supply of chewing gum from under the chair seats. Migoosh, howjs like to be a non? Remember, though,

that a non is not an employe who cannot, but one who will not identify himself as a union member.

Due to the inferior quality and high cost of white mule, the work house at Cincinnati, Ohio, has been closed. They don't take 'em to jail nowadays, they put 'em under the weeping willows. A white ribbon on the lapel is rather to be chosen than folded hands on the chest.

In January the F. & M. Bank in its usual monthly tirade said, in part: "The troubles which have afflicted America during the past year can be traced to the following causes: First, The impudent, arrogant and rebellious attitude assumed by organized labor. Second, The inefficiency of Congress. Its Republican members, holding a numerical majority, frittered away their time in petty quarrels. Its Democratic members played to the galleries for political effect. The Socialists and Labor Union members simply worked for the Socialists and labor-unionites who sent them there." Well, we are thankful that a part of Congress worked anyway. Why not put more there of the same kind?

Better one campaign of voting solidarity than ten campaigns of strikes. Have you registered? Do it today.

E. L. BURROUGHS.

Northern Pacific Ry., Div. 54.

Yellowstone Division—

Your committee met representatives of the company on December 30th, and the company offered a proposition for a further reduction of from 4 to 12 cents per hour, which was promptly rejected, and a counter proposition presented the company for an increase of approximately 6 cents per hour on a graduate scale, which will if granted, serve to wipe out the now existing inequalities. Your committee took the stand that in order to arrive at a just and reasonable wage, it was necessary to increase wages instead of reducing them. The two propositions are appealed to the Labor Board, and we have every faith that we shall come out victorious. What we must do, however, is that each and every one give the committee loyal and abiding support, which can be best expressed by prompt payment of dues and Mutual Benefit Assessments and seeing that each employe in your office is up-to-date.

The proposition for redistribution of Interpretation No. 8 was lost by a vote of the membership of the system, so it will remain as it now is.

The question of cream adjustments is being handled in the usual systematic manner by your committee, the information blanks having been gathered in and turned over to your committee for handling, very few offices failing to supply the necessary information, and we regret that those offices who failed will be the losers when the adjustment is made.

We feel that our membership is intelligent enough and have had sufficient experience with labor questions that they need not be warned not to play with the "fire" O. R. S. A. However, wish to say for the benefit of those who might be "doped" by the propaganda of this association, known as O. R. S. A., that you are flirting with a very dangerous proposition. If anyone tells you that the O. R. T. is an "operators organization merely" stop and look over the Northern Pacific. The agents are far in the majority. The O. R. T., as most of us know, represents agents as well as operators, and it has behind it a long list of accomplishments. Why, in the year 1918, when our blue book was published, it took nearly 700 pages of fine print to write the contracts we have in effect. The record of the O. R. T. is one of progress from start until now and our future is indeed very bright for a continuance of that progress. Has the O. R. S. A. in its sixteen years' existence accomplished one thing? We have failed yet to see or hear of one thing, and their prospects for the future are very dark. We feel that our membership is too highly intelligent to be duped by this thing, that desires to tear down our organization more than to benefit you or I.

The Flower Fund, or "Yellowstone O. R. T. Club," is still in effect, and is performing its functions by furnishing flowers to all who may be afflicted and sick. However, to keep this good cause going it is necessary that all get into the game. It is now time to remit your dues for the year 1922, which amount is one dollar, and should be sent to Sister D. M. Wilkins, Secretary-Treasurer, Glendive, Mont.

During the year 1921, a great many of our members were confined to the hospital at Glendive, and in every case so far as we are able to know, they were supplied with flowers, which brings a great deal of joy to the sick room. Do not wait until you are sick to show your appreciation of this wonderfully good cause, but remit your one dollar today.

With best wishes, I am,
Fraternally yours,

E. A. BRAND, L. C.

St. Paul Division—

Recent contributors to our Flower Fund are: A. H. Hanschen, Cyrus; J. C. Johnson, Northtown. Many thanks. There is space in our ledger to enter more of the same kind and I will be glad to receive them, for if there ever was a fund which we should keep in a healthy condition it is this one. I will issue a statement of the fund shortly after the first of the year.

Bro. V. J. Sartell, third Gregory, who lost several years rights through being called into the service of the Government at the time of the Mexican trouble in 1916, has had his former seniority date restored, and will show on the 1922 seniority list as of July 5th.

1912. I wish to thank each and every one who was concerned in having this done for the broad minded manner in which they agreed to this restoration. Quite a time elapsed in taking up this matter but it was due to the fact that Jim was hardly back from the border when he was again called to join the boys entering the late world war.

I am informed by General Chairman Johnson that the recent vote put out among the membership in regard to having a redistribution of Interpretation No. 8 failed to pass because of only about half those concerned voting.

The delay in getting out the 1922 seniority lists was caused by the list from the Superintendent's office being lost in the mails and a couple of seniority disputes that had to be ironed out. It was impossible to get it to the printer before January 20th.

The recent request of the railroad company for a decrease in wages, consisting of taking away the balance of Decision No. 2, which amounts to 4 cents per hour, and all of Interpretation No. 8, which would average about 6 cents per hour, and which we refused to accept, and the request of the telegraphers for an increase in their hourly rate, amounting to 6 cents, and which the railroad company also refused to accept—will go to the railroad board as a joint submission as soon as a statement of facts can be prepared by both sides. An entirely new wage scale was presented to the company by our organization which brought up the low spots created under this interpretation and fixed what we call a just differential as befits the importance of the positions. Arguments will be presented to the board at the proper time setting forth our contentions and it is the hope of all concerned that the board will see the justice of our demands. Up to Government control of the railroads a proper differential was always maintained, and when a station, or position, increased in importance for any of several reasons, immediate steps were taken to bring that position up to its proper rating. There is no justice in handing out an increase by applying a flat application of so much an hour that will apply to some positions and not to others. In a short time our differentials are all wiped out and the only satisfactory way, from our standpoint, is to take each position and deal with it as an individual case, considering the amount of work performed, the cost of living, free rent, fuel and other concessions. When we are again allowed to distribute increases in this manner then will a lot of our troubles be over.

The Twin Cities Telegraphers' Club, which has had a more or less stormy life since its organization about twenty years ago, has once more suspended its meetings and is now subject to the call of its president, Bro. L. J. Lentzsch, of "NP" office. There is no

good reason why this club should not have an attendance of about two hundred each meeting, for there are enough telegraphers in this vicinity if they would only turn out for the meetings. Only a few realize the importance of getting out to these meetings and hear the important questions which concern us discussed by able men such as the General Chairmen of the various roads entering the Twin Cities. Too many are prone to find fault that they are not kept well enough posted on the doings which concern our craft when they have a live club meeting each month, or did, at which place they could, by a little effort on their part attend, as there are many propositions brought up for discussion which are of vital interest to every man.

Bro. Johnson, our General Chairman, recently issued, through a circular to the Local Chairmen, a warning in regard to handling of train orders. This warning was in turn issued from the Superintendent's office, in which the various faults of the men are set forth. Recently the number of men discharged for improper handling of train orders has increased in an alarming manner and the number of cases turned over to the Local Chairman, and in turn to the General Chairman, has been such that Sam Johnson went to the General Manager for a conference on the subject. I have done considerable investigating of late and I find that the main fault is with the dispatchers, who hurry the train order through as if an operator was copying short hand instead of a number of carbon copies. In repeating the orders to the dispatcher the operator seems also to be trying to find out how many words he can get out of his system, instead of repeating the order in a slow, careful manner so that there can be a check made in the manner prescribed by the transportation rules. This is a bad fault indeed and a reducing of the speed by which a train order is handled will result in a clearer, better copy of the order, which is so important to any number of employees. If this warning is heeded it will probably be for the benefit of all concerned and business is not so heavy at this time that there must be so much careless handling of this important feature of railroading. A stitch in time saves a peck of trouble.

R. B. FOULKES,

Local Chairman, Cert. 20.

Lake Superior Division—

General Chairman Johnson has held one or two conferences with the management since the general committee meeting, and has reached a point where they demand that we produce complete data on special forms to show information relative to total express commissions, and what proportion is loss on milk and cream. I have received these blanks and was in position to make them up in duplicate for most of the stations on

the Lake Superior division from the information furnished heretofore. Blanks were sent out by me to those who had not furnished me with a complete file on this subject. We have hopes that some settlement will be reached in the near future. We realize that these losses to our agents are an important item, and reduce their income to a point entirely out of line with the compensation of our telegraphers. You can be assured that the reduced committee are making every effort to settle this proposition, and it is to be regretted that it has been delayed so long. You are certainly aware of the fact that they have many difficulties to overcome, and we must, therefore, await the results of their negotiations patiently.

Effective December 3rd third at "DU" closed, and second "DU" closed on Sunday. Bro. DaOust exercised his seniority on your L. C. I don't know where I am going but I am on my way. Protest was made to chief dispatcher and in addition General Chairman Johnson took the matter up direct with all the officials in St. Paul, but they absolutely refused to alter or change their orders. They base their authority to close our positions in "DU" and have dispatchers do the work per a recent decision of similar case on the L. & N. The matter has been appealed, and we are compelled to await the results.

The five brotherhoods, including the O. R. T., staged a big Charity Ball dance at the Armory, Duluth, Friday night, December 23rd, entire proceeds given to the unemployment fund in charge of Mayor Snively. Many of the prominent civic organizations and clubs of the city failed to respond to the appeal to take charge of this affair. The Big Four brotherhoods took the matter in hand and asked my co-operation, which I readily gave. This is the first instance that railroad labor organizations have ever put on anything for charity, and we have received much favorable and complimentary mention from the press and public of Duluth for our action.

The Management served notice on General Chairman Johnson Nov. 30th that they desired a conference with the committee on December 30th for a revision of our wage scale, to compare with that of other industries, decrease in the cost of living, etc. Now is no time to rock the boat and we must stand united for a living wage, and keep the bread line away.

I made a flying trip over most of the division on December 14th, 15th and 16th, and had the pleasure of meeting many of the brothers down the first and second district, whom I had never met personally before. I wish to say that it's now Bro. Paton at Washburn and Bro. Heim at New Duluth.

The seniority lists will be out some time next month and it is my intention to mail copies to all offices. You will notice that

there is a big reduction of the stars in our crown. I would have liked to made it an even hundred per cent, but found it to be absolutely impossible. It will be my intention to hold our present membership next year and live in hopes that all may end well before the close of the coming year with the few on the wrong side of the ledger.

E. I. DAVIDSON, L. C.

Montana Division—

I want to thank the members who have taken notice of my several appeals to reimburse our "Flower Fund" on the division. A goodly number have responded, but there are many of you yet who have paid no attention to this matter. Now let all support this fund and make it a real division fund. We have had it for several years and you all know the good it has accomplished and the many who have been remembered in their hours of sorrow, besides letting us have a fine seniority list published each year which is sent to every member of the division. We likewise have tried to remember all those in sorrow, whether they have supported the fund or not.

I have received quite a number of compliments on our seniority list for 1922 and I tried to get a correct list out this year. Watch the journal and I will give you the changes so you can keep it up-to-date during the year. Drop numbers 59 and 103 from the seniority list.

The sub-committee handling negotiations on rules and working conditions were able to close that matter on February 9th when our organization and the officials signed up and the new rules will take effect on March 1st. The matter of wages was not agreed to as between the management and the organization, as the company wanted to cut us about 14 cents an hour and we asked for an increase from one-half cent to eighteen cents an hour, so it was finally agreed to submit the matter jointly to the wage board for settlement, and as soon as that is disposed of the new schedules will then be printed.

You will note that our new seniority list shows the finest membership ever known on the old Montana division, only a few "stars" left. Let us all use our best efforts to try and make this division 100 per cent during this year. We can if we try, and above all let us work in harmony and remember that in union there is strength but divided we must fail.

In closing, I wish to say for the benefit of those who were carried away by the O. R. S. A. propaganda on this line of road should drop it, now that we have signed up on the new rules, as they will not have representation on our road, and you are only throwing away your money supporting it and using your influence to divide our ranks. Be loyal

to your organization which has and is working for your best interests at all times.

Fraternally yours,

L. C. CARLETON, L. C.

Louisville & Nashville R. R., Div. 58.
Nashville Division—

It is pleasing to see the number of our O. R. T. brothers that are taking a greater interest in the welfare of our order.

This is just what we need, and I am sure a greater improvement can be made by a greater number taking the interest they should.

I hope that every member will wake up, and realize that it is not only your duty, but a great privilege to assist in the upholding of such an organization as the O. R. T. It has not been so long but what we can remember, at least a few of us, what our conditions were prior to the existence of the O. R. T. on the L. & N.

Who wants to go back to the old rut again? Longer hours, less pay, and no agreement at all? If you had a grievance then what would you do? One man at a small station on this division told me he couldn't afford to keep his dues paid up, still this same fellow can afford to lay off about half the time, and he is constantly inquiring as to why the O. R. T. don't do this or that. Suppose we were 100 per cent like that, what would the O. R. T. be doing? Do you brothers who have an up-to-date card, make it a point to see that the fellow working with you has one too? You should assist the Local and Assistant Local Chairmen in keeping the division up to 100 per cent.

It is your business in which you have an interest involved to the extent of a living wage and better working conditions.

We feel proud of the argument Bro. Bryant made to the Labor Board in our behalf, and we are sure that his figures are accurate. We also appreciate the stand Mr. McAdoo has taken, with reference to the railroad situation.

We continue to have some trouble on this division as to the qualifying stuff of our district passenger agent. I am sure that every member on the Nashville Division is aware of the fact that he is not entitled to a position unless he is able to handle it; and I do not believe it is a fair proposition to go before a district passenger agent, who has made a study of the ticket business for thirty years, and take an examination that a ticket seller could not pass in the city of St. Louis.

We ask them to show us where an engineer or conductor was turned down for a few small mistakes, or was not allowed to cub a run he was going to take. Some of our brothers have had experience like this.

Why not give the men a fair chance to prove what they can do, and then if they fall down on the job, let them take their

medicine like men. I wish to impress on all extra men the importance of brushing up on all positions, as the board will be cut not later than March 20th, and all men remaining on the board will be required to qualify for all positions on this division. We do not approve of this method altogether, and I fail to find such a practice on other divisions. However, it will give the men a chance to cub all positions.

It is a good idea to be able to demonstrate your ability at all times, and I feel sure that some of the boys will have a chance to do this in the near future.

I hope that all the brothers will continue to give the railroad company good service, and the organization your full support on all matters pertaining to your interest and welfare.

R. H. B., Cert. 54.

A., T. & Santa Fe Ry., Div. 61.

I had the pleasure recently to listen to an address by a General Chairman of one of our western lines in which he advanced the slogan that "nothing is settled until it is settled right." How true this is! We have only to turn the pages of history or to refer to our own personal experiences to know that this slogan rings true.

"Nothing is settled until it is settled right" is just as applicable to the telegraphers as to any other organization or institution in the world. Our struggle is ever upward and onward. Our cause is right. We have never asked for more than was our due, and though we may make contracts, agreements and schedules in the future as we have in the past, settling here and there such questions as best we can, still in the aggregate we have not settled because we have not settled right all the things that go to make up our just and righteous cause. Let us therefore not be discouraged because the fees paid in maintaining our organization for this or that period did not suffice to bring to us a just settlement of all our problems. The human race progresses, nothing stands still. We must either go forward or backward. It is the law of the universe. There is no question but that the human race is progressing to a higher plane and just as surely will we progress as an organization if we but stand out and work for our ideals. We will have our setbacks, our reverses just as civilization has had, but in the main we will progress in just the same proportion as we uphold and work for our ideals.

There is a tendency on the part of some of our brothers and sisters to drop their membership cards at the first skirmish, the first slight reverse. They overlook the fact that the human race progresses just as much by reverses as by success. By reverses we are made to appreciate success. By reverses we are kept alert and vigilant lest these reverses or too easy success be converted into ruin and disaster.

Let us here and now highly resolve that our membership in the order shall be maintained regardless of all else and that we will use all our influence to the end that our co-workers shall get right on this most important matter.

Cordially and fraternally,
V. A. GENDRON, General Sec'y-Treas.

Los Angeles Division—

Our absence from this column has been account of other division work which claimed priority. Received numerous queries with reference to no write-up and this clearly indicates that the membership is interested in the column. Interest could manifest itself and in a constructive way providing we heed instruction from time to time, which is for our betterment. The last appearing herein solicited the co-operation of every member on the division in the work of organizing the division to a higher per cent of membership. The message reached all and but a few responded with information or indicated their effort in connecting with the non-member in their vicinity. It is a fact that the desired "one double 0" cannot be reached unless all take the active interest necessary. Let us renew any lagging interest and those having opportunity to visit a non-member, explain to them the need of their membership and the protection the O. R. T. can afford to give to them. Report your action to your Local Chairman so that he may intelligently follow up your effort.

Recent bulletin issued by General Chairman containing instructions about proper method in handling grievances should be followed carefully. File such bulletins and any information received from system or local headquarters for future reference in the same manner and value to you as notices received from your auditor, superintendent or foreman.

Remember we have gained and earned recognition on the Santa Fe as a business organization, representing the membership in a modern manner. We expect you to conduct yourselves living up to this standard. In adopting the slogan of "no card, no favors" make the application firm and without action in word or deed to the discredit of ourselves or the organization. A fellow employe, unfortunately through his own ignorance or otherwise, a non-member, is entitled to no consideration at your hands except as a parasite. Our membership bears the burden of the necessary financial assistance to operate a system division; we literally furnish the fuel consumed partially by the organization's activities, while the non-member lounges at ease, content to absorb all he can of the warmth and benefit at our expense. You may decline to loan supplies to those declining to co-operate with you and in many other ways demonstrate to them that they are not recognized.

Our new agreement which will be a decision from the Labor Board is expected soon, being in their hands since July, 1921. The agreement negotiated November 1st, 1919, remains in effect. New rules already in effect provide senior extra employees preference in extra work; no displacing extra employees on an unfinished assignment; Part of Superintendent's division transferred to jurisdiction of another: Employees concerned, carry rights to division transferred in. Free transportation for themselves, family and household goods guaranteed when transferring to accept bulletined positions: Service letters guaranteed after ninety days' service.

We have a new crop of recently graduated apprentices. Secure their applications and then assist them all you can.

If you do not subscribe to *Labor*, shame on you.

Will endeavor to see you, subsequent issues this column.

Bros. Jensen, Oceanside and Atherton, Carl, were the initiators of a paper which went the rounds of the division and presented me with a purse of \$78 with the season's greetings, subscribed to by the membership. Brothers and sisters, I am unable to say just what is fitting in this connection as I believe my work for the division merited only the satisfaction in being able to be of assistance as Local Chairman. I do value this expression of appreciation and will continue to do the best I can for you. My off duty hours are at your service and it is my pleasure to be informed by you of any infraction, supposed or real, of any working rule; no grievance too small or too large to receive proper attention and advice.

The paper referred to contains names of nine non-members who evidently have not prejudged our organization and special invitation is hereby extended to them for their assistance and moral support from within the ranks.

Fraternally yours,
H. J. HEANEY, Local Chairman.

Great Northern Ry., Div. 70. Willmar Division—

We were surely glad to see so many out to the O. R. T. meeting held on the 29th of January in Carlson's Hall, Willmar. There were some very interesting discourses from our General Chairman, O. P. Johnson, and General Secretary and Treasurer A. O. Olsen.

The present situation of organized railroad labor was dwelt upon by Bro. Johnson, more especially our craft. Facts were given the boys as to how our wages would have been attacked if we had not been united as we are; why it was necessary for each and every one of us to keep within the ranks so that we might protect our homes and families, their happiness and prosperity. Also a very interesting talk from Bro. Olsen on

the financial condition of Division No. 70, how well we were organized, and how the O. R. T. had grown on the Great Northern.

We are well aware what attacks have been made upon the laborers' wages, how it has affected the wages of the man who had no protection, are deriving benefit from the O. R. T. Perhaps some will say no, for they have not felt the effects of it directly, but we all know what the conditions were on the Great Northern Railroad before we had an agreement with the company. Do we want to go back to those conditions and wages? Ask yourself this question, then think if you are getting any benefit out of the O. R. T.

I, as Local Chairman, am putting in on an average of about eight solid hours per week the year around on work pertaining to this office. I absolutely receive no pay for this work, unless I am in on general committee work, and then I am out if I were to figure the wages I make at home and the expense I am at away. I pay the same dues as the rest of you, and why am I doing this? It is because of the benefit I have received through our organization.

We have just a few left to line up, so-called no bills. Don't leave all the work for the Local Chairman to do but go after the party you may know is a non, and do what you can to make this division 100 per cent organized.

Now don't go walking around with a chip on your shoulder, and believe what someone else has to say if conditions are not right on our division. Take the matter up with the Local Chairman. I always have a moment to hear your troubles, but do stop telling your troubles to some lukewarm fellow worker to get him to help your troubles along. Let us work as brothers and so we will be able to stand and fight as one solid body of soldiers.

The get-together meetings like we held in Willmar are surely inspiring, and I am sure that you all want another of these meetings which I think would be advisable to be held in St. Paul, account of train service, and no doubt some of the brothers of the nearby divisions would be glad to gather there with us. I can arrange for one of these meetings in April, so would be glad to hear from any of you on this subject.

R. R. MORTON, L. C.

KallsPELL Division—

The following letter from Bro. June, for your information:

Albuquerque, N. M., Feb. 5th, 1922.
Mr. P. A. Irvin, Local Chairman,
Glacier Park, Mont.

Dear Friend and Brother—Your letter containing check for \$200 received yesterday, making a total of \$369.30 received from you for my personal use. Now, I wish I had some way of expressing my appreciation of this donation, but I have none, and all I can say is that I thank you one and all from the bottom

of my heart. The boys and girls on the old KallsPELL Division have sure shown that they are "true blue" in this matter and I am proud of them all and proud to think I am one of them.

I believe I am improving in health and when I am able will be glad to take my place among you all again. Thank all the boys and girls for me. Wishing you all the best luck in the world, I am,

Yours truly,

(Signed) F. E. JUNE, Operator,
517 East Pacific Ave.
P. A. IRVIN, L. C.

Chicago & Northwestern Ry., Div. 76.

To All Members Division 76:

Feeling as I do that the working class is facing a fight for their very existence, I believe the time opportune for a few expressions that may assist in bolstering up our ranks preparatory to making a stand, and which I hope will mean the recognition and permanent establishment of the principles which are so dear to the hearts of the working class.

Our members, as a general proposition, believe in square dealing and justice to all. In fact such has been our policy for years. However, in order to be successful both sides, namely, capital and labor, must go hand in hand and play a fifty-fifty game if all concerned are to share in the profits derived from labor's efforts and to the extent that the worker may enjoy a decent living, and in addition thereto, a few of the pleasures which this old world affords and which pleasures God Almighty intended all human beings should participate in, to a reasonable extent.

Let us stop and size up the situation as it confronts us today. Are you being compensated for your services in excess of what you consider your services are worth? Are you being sufficiently compensated to permit of your maintaining a decent standard of living? I dare say, in most cases, you are not financially able to maintain a decent standard of living to say nothing about being able to enjoy a few of life's luxuries. Men of our class have been underpaid ever since there has been such a thing as a railroad, although during Government control we did forge ahead sufficiently to enable us start a small savings account. However, it was too good to last long. The savings account of the worker is an eyesore to capital and they do not intend to permit you to prepare for the so-called rainy day, or as they interpret it "the strike." Therefore, as a consequence of your ability to save for a strike or a rainy day, the interests have struck upon a plan whereby wages may be reduced, thus attaining their end, namely, *once more placing father's nose on the grindstone* as of olden but golden days for the capitalist. They have attacked our wages on the ground that something must be done for the dear public in the way of reduced

freight and passenger rates. They have poisoned the public mind against you by sending out their malicious propaganda to all newspaper editors and magazine publishers, telling these editors and publishers that it is their duty to tell the public, through the press, of the exorbitant rates of pay enjoyed by men of our class. In one of their malicious and insidious circulars they quote the earnings of the telegraph operator at approximately four thousand dollars per year. Well, I'll agree that we are worth that much all right, but I have seen too many station rolls to be convinced that any of our men ever reach that figure. However, that is the line that they are handing the public and the dear public is swallowing bait, hook, line and sinker. It is now up to us to get busy with the public at every opportunity and offset some of these malicious falsehoods. We submitted to one reduction in wages in order to go along with the good Samaritans and help carry the capitalistic swine back to normalcy. This normalcy business to the capitalist means fifty per cent on investments instead of the legal rate. The workers must be content with three per cent on their meager savings.

Labor Board Takes.

To date the Labor Board has taken from the railroad workers over \$300,000,000 in wages and changed working conditions. Have you observed any reflection of that amount in reduced freight and passenger rates to the farmer and others. I say you have not, and furthermore, it is not the intention that the shippers and travelers profit through our loss. Rather, our loss is all gain to the selfish interests. Therefore, we must not be foolish enough to be hoodwinked into accepting another reduction in wages. We were told when the six per cent reduction was proposed that every official and employee of the railroad must suffer a reduction. Well, we took ours last July, but as a matter of fact not a single officer or employee of the supervisory class have been asked to take a reduction up to this time. Why is this if they are playing square and are so anxious to do something for the dear public? If anything is to be done for the public it will come out of the mouths of your children and not out of the owners' pockets, and as far as reducing the salaries of the supervisory class and the officers is concerned, I will say that that little thing is farthest from their minds. The movement is against the organized workers only, and your path is not going to be one of roses from now on unless you get your back into the air and call the hand of these notorious autocrats and corruptionists of national fame. Give them a free hand and they will make the Czar of Russia and the Kaiser of Germany look like mere infants in the practice of Prussianism.

The second drive is at hand and we are asked to accept another reduction in wages,

ranging from four to twelve cents per hour. I suppose, to hear them tell it, this is another small gift for the dear public. At any rate, we are called upon to foot the bill and provide the gift for some one. I say we must fight this proposed reduction with every ounce of strength we possess. No doubt we are about to be forced into the greatest struggle in the history of the railroad labor movement, to resist the vicious attack of the exploiting class which attempts to reduce you to unendurable poverty. There is but one way in which we can hope to achieve absolute victory, and that is through complete solidarity of all railroad labor. With that weapon we can undoubtedly win, and in winning we can feel confident of turning the tide against the present steady attempt to destroy all railway labor organizations. If the open shop movement and other attacks upon labor are not soon broken the railroad workers will find themselves in a condition of despair.

Capitalists Grow Richer.

Our capitalist class during the war enriched itself out of the very blood of conscripted soldiers and the sweat of deluded workers to whom they had made false promises of a better life. I want to remind you of the fact that many leaders of the workers' organizations called upon you for intensified labor during the war so as to destroy German militarism and promised you social peace after the war. Now, after fighting and working with misdirected heroism you are confronted not with social peace but with American militarism directed against you with the social war of capitalists seeking to increase an already outrageous exploitation.

It has been demonstrated heretofore that there can be no peace with the exploiters of labor, who will use any brutality or crime of violence to reduce you to hopeless servitude. Your own experiences may soon bring you to the realization that social peace is possible only after the capitalists have been voted out of power. Social peace is impossible so long as all our governmental agencies are controlled by the enemies of the working class.

I trust that this time you will not be deceived by the prate hypocrisy of the employers and those who talk about peace with them, conscious that the rule of exploitation now existing throughout the capitalist world can be abolished only with the establishment of the ruling power of the workers. Therefore, I plead with you to be consistent from now henceforth and practice what you preach by being one hundred per cent for labor all the time. Go to the polls and vote for your friends, friends that truly represent labor. You have no friends among the employing class as they all stand ready to thrust a dagger into your back at the slightest opportunity and would not hesitate to force you

and your children down into the sewers if it meant the gain of a single dollar for their filthy pockets. They are practically without honor or principle in their mad determination to exploit and drive to desperation all men and women of the working class.

We were lied to and deceived by the employing class in the last reduction of wages, so do not be deceived the second time. We know what wage is necessary in order to enable us to maintain a decent standard of living and I am unwilling to stand idly by and permit these malicious and inconsiderate lepers to dictate the standard of living which we shall enjoy. This is a matter for us to decide and with the aid of the Almighty God we will decide this all important question to the satisfaction of the workers. We must stand solidly to the man and fight on until we have crushed the very life out of this organized band of cutthroats and thieves.

Propose Forcing Us Back.

They not only propose forcing us back to the days of the fifty dollar minimum, but it is also proposed to eliminate all your present profitable working conditions and carry you back into the time when we had no rules at all. Yes, indeed, they propose taking away your B. V. D.'s if you will stand for it as there is no limit as to the extent of their demands upon you. You owe these people but one consideration and that is, eight hours work for eight hours pay. Otherwise, you owe them nothing and must defy them and fight their every move towards exploitation and do it with the same vicious determination that you would battle any other intruder of your home. There is but one thing for us to do when the present proposal for further reductions in wages comes to a head, and in the event that the Labor Board stands by the employers, and in all probability they will, is to strike to a man and stay struck until our rights, as guaranteed under our constitution, have been recognized by Labor Board, Federal Government, and all others concerned. We have nothing to fear from the capital controlled agents of the Government so long as we remain within the bounds of the constitution of the United States. Of course these agents will try to bluff us, but none but the weak-minded with spines like jellyfish will fear them. Fear no man so long as you are in the right. If we strike and conduct ourselves as we should, then absolute victory is assured. However, a victory thus attained can be only temporary, but however temporary it may be, it assures us immediate relief, and with immediate relief a realization we must then turn our attention to the political field and set our stakes for permanent relief and work for it with the same determination that brought about temporary relief. If we do this, then we will succeed to the extent that we shall enjoy majority government instead of minority government. I am sure that we

all agree to majority rule, and as the workers are in the majority, why not government by the workers.

We are solely responsible, brothers, for the sad predicament in which we find ourselves today, so, in heaven's name let us be consistent in the future by acting and voting intelligently and for the friends of labor.

This country in which we live is the greatest in the world. We sing the praises of America and our emotions are stirred when we behold the flag fluttering in the breeze. We boast of our constitution and with pride we tell the people of the world that it was the first democratic charter ever handed down to a free republic.

A Wonderful Country.

Truly, this is a wonderful country. In fact it is the greatest of all. Then who is responsible for all the cries of distress from millions of idle people, the wail of hunger from women and children? The groans of anguish that come from the millions who suffer in the great cities? How about men bearing guns with which to shoot down workmen when they strike and mental prostitutes ordering hired assassins to shoot down innocent men. How about the fat belled bankers, who never work and speak arrogantly of those who toil and slave? How about the factories full of food, and millions starving for the want of it? How about children going about practically naked, with warehouses full of cloth, and clothing workers locked out from their jobs? There is something wrong, brothers, or the above named conditions would not exist. This is not the America that men died for and gave up their lives for. It is the America that a class of soulless parasites who style themselves great, have robbed; plundered its fields; seized its natural resources; enslaved its workers; shattered its constitution into a thousand pieces, and made its very institutions the tools of their damnable lusts. It therefore becomes the bounden duty of the workers to join the union of their class and rescue this country from the hands of those who have built their fortunes upon the blood and tears of the working class. Let us stamp out this miserable condition by going to the polls and voting for union men. There are but two ways in which the existing evils may be wiped out, namely, by exercising common sense at the polls or through revolution. The latter we wish to prevent by exercising our power in an orderly way and through the ballot. If we are so indifferent to the cause that we will not take advantage of our constitutional rights, then revolution, in time, undoubtedly will be forced upon us by the millions of workers who can no longer endure the malicious acts of the exploiters.

In conclusion I want to say to every O. R. T. man, not only in Division 76, but in the entire United States, that when called

upon by the officers of your organization for a strike vote in protest of a further reduction and changed working conditions, that you vote solidly for the rejection and hold yourself in readiness to strike to a man in order that your rights as human beings may be preserved. If you do not strike you are sure of losing everything and if you do strike you have a golden opportunity of getting more than you now have. Let us be true to ourselves and those dependent upon us by standing out like true men in bold defiance of these miserable creatures that are trying to destroy us. Let all workers join hands and rectify the deplorable state of affairs by going forward with a determination to show greater intelligence in the future by exercising our constitutional rights and being consistent with the principles for which we stand as a class.

Yours sincerely and fraternally,
D. C. SMART,
General Secretary and Treasurer.

Ashland Division—

Decided to give you boys a write-up conforming with the new rules of our Fraternal Column with Bro. McDonough helping out. We will appreciate your help by sending in items concerning births, marriages and deaths of members in your families; also facts relative to our fraternity and other news.

How did you like the list of non-members on our division? Sure surprised you to know that we have been harboring seven of them all this time; at that rate, how many delinquents are among us? Be sure your name is not added on the next delinquent list as the period of grace to pay your dues has gone by and those who have forgotten will kindly ask reinstatement with their remittance to Bro. Boyington, G. C.

As the seven no bills have a one-man station now, making it hard to see them personally, we ask you all to write them a personal letter weekly telling them to be a producer and helper instead of a parasite. Remember what Theodore Roosevelt said on unionism: "If I were a laboring man, I would become a member of the organization of my craft. If the union of my craft was not being run right, I would join that union if for no other reason than to help correct the evil I saw in it." Present this saying in your letters to the delinquents and no bills to help them to see the light; also be sure to read the dialogue by "Rankin Phyle" of Division 53 on page 80, January copy. Better union men needed.

Labor is published in our interest to help combat the propagandists of organized capital and their newspapers who are against us as you already know, and also the underhanded traveling salesmen who shout their dislike of a union man just to hold favor with their employer and the merchants.

What could be better than to ostracize them by trading at a union store, wearing and using union made and labeled goods; also subscribing to *Labor*. After reading and digesting the facts every week, hand it to the farmers and others who will be informed about our side in labor matters favorably.

Will you help this year to re-elect the working men's friend, Senator La Follette, candidate from Wisconsin. He is fighting the corporations and bankers who are trying to bring pre-war conditions in the matter of wages and working rules, but not the high cost of living. Last month in Congress he voiced his opposition to reduction of wages of railway employees, declaring that increases in wages secured by railway and other workers had not been equal to the increase in the cost of living. He presented a mass of statistics showing that wages were increased 85 per cent since 1915 and the cost of living 110 per cent in the same period. A good man to re-elect.

In Chicago will be held a conference between representatives of the railway employees' and the miners' unions in the matter of co-operation during the period of hostilities between the unions and the employers. It is a good plan to study this matter and notify our Local and General Chairmen if favorably viewed so another meeting can be called for an agreement. The coal operators are building emergency stockpiles and have announced their intention of cutting wages.

Do you know what the miners' check-off system is and what it would mean if the railway employees had it? The system is very simply explained: The employees' union dues are collected by the employer by deducting same at the end of the month from the pay check and turned over to the union headquarters who notify the employee of its receipt. It would mean that we would not notice the deduction of a small amount each month as we do semi-annually and as every employee would have to belong to his respective union, the dues would not cost as much, and it would not be long before every agent and telegrapher would have a veteran's medal which our order is giving for 25 years continuous membership. Would like to hear how many of you are for a similar check-off plan.

We regret the loss of Mr. Quigley, deceased, who met us half way in our difficulties of railroading and adjusting disagreements reasonably. We welcome our new superintendent, Mr. J. Leppla, of the Galena Division, who used to be a chief train dispatcher at Kaukauna about twenty years ago, hoping to find that he will give us co-operation as we extend it to him.

We have 28 extra men on our laid off list, the four extra dispatchers doing relief work when necessary. The log trains are running many and heavy with no extra positions opened to help their movement, so the extra

men will have to wait for the ore season on the North end in the summer and fall months to save a grubstake for the winter. The Great Northern predicts shipments doubling last season on the Meesabe Range, so the same is expected on the Gogebic Range. Bid by choices, boys.

A write-up for next month will depend upon co-operation with us.

Yours fraternally,

"AB," Cert. 1535.

Wyoming Division—

Our first meeting of the Wyoming Division was held at Douglas January 32nd. There were thirteen members present, including Bro. Boyington and Smart. Considering the weather and train schedules we had a very good turnout and wish to thank the brothers for their co-operation, and especially the brothers at Douglas for securing such a fine place for our meeting and also for the cigars furnished. We had intended holding meeting in the evening, but train service was so very bad that we decided to hold meeting between trains Nos. 3 and 6 so members could return home on No. 6, Bro. S. Clark from Glenrock being the only brother from the west who was able to attend. Meeting was opened by myself and a detail in a general way of the conditions on the Wyoming Division given.

Bro. Boyington then took the floor and gave us a mighty fine talk on co-operation, membership, 100 per cent strength in organization, and our duties to the companies who employed us. His talk was to the point, explaining in detail the manner of the working of the Labor Board, as in its difference from the original boards of mediation in our direct controversies with the company officials. The difference being that all addenda supporting any of our requests or grievances is booked and tabled with the board without any chance of mediation and that decisions rendered from the data supporting our contentions is final and must be accepted, while in former cases, we could mediate, give and take, in order to compromise on what we would drop for what was conceded us. He spoke on neatness of work, efficient services rendered, courtesy to the public and honesty in our accounts.

Time being short as the brotherhood desired to return on eastbound No. 6, General Secretary Smart did not have much time to discourse, but insisted on 100 per cent affiliation on this division, to go after the nons, seconded Bro. Boyington in all he mentioned and stated that he had published in the coming issue of *THE TELEGRAPHER* his complete ideas, which if closely read would be a replica of what he might say if he had the time to give to the brothers before departing. Meeting adjourned at 4:45 p. m. with a vote of thanks to the General Chairman and General Secretary for their attendance and data furnished.

We expect to have some more meetings soon as weather warms up and will try and arrange so more of the brothers can be present.

Wish to call your attention to the importance of paying up your dues before becoming delinquent, final date for payment being February 28th. At the present writing we have three nons on the Wyoming Division.

Each of you should familiarize yourself with Rule 22 and it is up to you to see that you get receipt for your application before bids close, and in addition, you should send a copy of your bid to Local Chairman. If you get into trouble do not waive your right to 5-day period for hearing. This will give us time to work up the case. Also do not resign. If you do, you are done.

Let us try and bring the remaining nons into the fold. E. M. CRISS, L. C.

T., St. L. & Western Ry., Div. 93.

THOMAS L. MILLER.

It is with sorrow and deep regret that we record the passing to the great beyond of Brother Thomas L. Miller, aged 44, who died suddenly at his home one mile north of Bluffton, Ind., February 16, 1922.

Bro. Miller had been in the employ of the Clover Leaf Ry. since 1898; was formerly agent for the company at Decatur, Ind. In 1906 was transferred to the agency at Bluffton, Ind., serving in this position until the time of his death. He was very popular with the business men of Decatur and Bluffton and was loved by all his associates, always considerate toward the employees under his supervision and it was a pleasure for telegraphers to be returned to Bro. Miller's station for service. The record of his life was that of unselfish generosity.

Funeral services were held at his home February 18, and interment took place in the family lot in the I. O. O. F. Cemetery at Marion, Ind. The numerous floral expressions of sympathy attested to the regard and love in which he was held by his many associates.

A widow, three daughters, Marian, Carolyn, Martha; one son, Alfred, and one sister, Mrs. Will Smith, mourn his loss. Their loss is also ours, and the deepest sympathy and consolation of the officers and members of Division 93 is extended to the bereaved relatives.

Fraternally,

H. S. WALTERS, General Chairman.

C. G. W. R. R., Div. 96.

Western Division—

The joint meeting called at Mason City January 29th was a grand success. Much credit is due Bro. George Casey for the efforts he put forth in calling this meeting. The Mason City O. R. T. Club was organized

at this meeting electing Bro. George Casey as president and Sister McRider as secretary and treasurer., General Chairman Gardner of the M. & St. L., General Secretary-Treasurer Derrickson of the C. M. & St. P., and General Chairman Coleman of the C. O. W., were present and took an active part on the program. There were between 85 and 100 present. This club will meet once each month, and all that can, should arrange to attend these meetings. There will be a meeting this month on call of the president who will notify all concerned.

I note that some on the Western Division have not yet paid their dues for the current term. Please attend to this at once and don't wait to be traced. Make it an annual if possible. There are only a very few nons left. If each member would help even a little, we would have our division 100 per cent O. R. T. Will you do your bit?

L. B. ANDERSON, L. C.

Eastern Division—

Flower Fund subscription list.....\$42.00
Over collection hall rent Sycamore O.

R. T. meeting..... 1.00

Total\$43.00

Disbursed—

Flowers to C. C. Ayers.....\$ 5.00

Balance on hand January 1st....\$38.00

G. L. MEISTER, Secretary and Treasurer.

Lehigh Valley R. R., Div. 124.

The annual banquet of the O. R. T. handled by the Mercury Club of that city was held at Rochester, N. Y., on February 4th, and again proved a big success as did the one last year. Many members arranged to be there who never have the opportunity to attend the regular meetings, and there were some, too, who might just as well have been there and were not. These banquets are as much for the benefit of the organization as the regular meeting, in fact more so as there are more who get there. One fault among our class of men in the years gone by was that they never got together often enough. This no doubt is due to the scattered positions held by our men, but when an affair of this kind is held it appears that everything might be laid aside and an attempt made to get there if at all possible. Notice the advance of the organizations in the country that are so adapted that they can get together without any trouble, and it almost proves the benefit derived from getting together once in a while. We cannot do it so often, but we should do it when the opportunity presents itself. However, I hope that we will always meet with as much success as we have in the past at the banquets and improve if it can be done. Every one appeared to have a good time and the committees are entitled to congratulations—and,

in so far as these men do all the work free gratis, they should be supported by the membership and shown our appreciation for their efforts.

While I, am on this write-up I may as well place a reminder that the dues are due in the hands of the G. S. & T. February 28th, and those who have allowed the matter to slip a cog please make haste. At the check-up at Geneva this month we find that we stand 94 per cent strong on the Lehigh with a brand new schedule which you will like all the better when you read some others in this part of the country, and it's up to us to stand up.

Carr. 163.

To System Division Members—

Your reduced General Committee was in session with the management January 5th, 6th and 7th and agreed upon 59 rules and working conditions. The Committee represented worked mighty hard and with untiring efforts finally agreed to this schedule of rules and working conditions, which hereafter until canceled, will be your guide. The wage proposition could not be agreed to and, of course, was appealed to the U. S. Labor Board for their decision.

Study carefully your schedule so you may know when you are violating the schedule and further so you will know when the company is violating it.

Any violations you may see, kindly notify the undersigned if the violation is on the Wyoming Division; if on other divisions notify your Local Chairman promptly, who is ready to adjust any just grievances.

There are some few employees scattered over the system that do not seem to realize the good the O. R. T. has done and is continuing to do for them. There are a great many grievances satisfactorily handled by the officers of the O. R. T. that are not appreciated as a whole by a great many employees. There are many of us that some time sooner or later, may have one or more grievances and if you are not in possession of an up-to-date card you are out of luck.

In my experience as Local Chairman I have had men say "take up my case" with the promise of securing a card in the near future.

That sort of stuff does not go with me, nor I do not believe it should go with any Local Chairman. The opportunity has been laid before such fellows many times and it is time they wise up.

It is now Bro. John H. Rice, towerman, North Wilkes-Barre, Pa. His application for membership received two weeks ago. There is another man at the same tower that needs the O. R. T., then it will be solid. First and second trick brothers get after him and chase him in or out.

All those that have not already sent in dues for first half 1922 do so at once. Do not wait until the last minute and have to

be urged by the Local Chairman. He has many hours of work he does for the organization without the unnecessary work of collecting dues and urging delinquents to pay up. The General Secretary and Treasurer will be glad to credit you with yearly or semi-yearly amounts you wish to send him.

Read your TELEGRAPHER and learn what other roads are accomplishing and we may be able to exchange ideas whereby we can

co-operate and perhaps work to advantage to all.

The meetings are subject to call, and when there is one called, which may be before this reaches you, shake the old dust off your shoes and get out and bring others with you. Let's make these meetings, which are held for your benefit, a *howling* success. It is up to you; it can be done if we all put our shoulders to the wheel.

C. C. HARTMAN, L. C.

NEW YEAR SONG

We climb the hill; the mist conceals
The valley where we could not stay;
Surely this hill's crest, gained, reveals
The glory of the sunlit day.

The hill is climbed. Still shadow-land—
Still darkling looms another hill.
Oh, weary feet!—climb that to find
A new ascent, 'mid shadows still!

We dare not stop or think of rest,
This one hill may be all that lies
Between us and our souls' desire—
The splendor of the eastern skies.

Through long, long lives, we till and tend,
Sow, weed, and water, all in vain;
Without the flower we looked to find,
Each year springs, blooms, and dies again.

Bowed down with our unanswered prayers,
Our face averted from our past
We watch each year grow green, and cry,
"Surely, this brings our flower at last."

Failure on failure! What! Tired out?
Too tired to live? Ah, dare you die
When this new year may bud and bear
Your longed-for flower of Liberty?

—E. Nesbit.



O. R. T. Emblem Pencil **\$1.00**

WE have purchased a supply of pencils as illustrated on this page with a small O. R. T. emblem countersunk in the cap.

It is a Shur-Rite Pencil, simple, compact, perfectly balanced, beautifully finished and remarkably durable.

These pencils have a retail value of \$1.50 without the organization emblem. We are glad to announce that this high grade metal pencil with O. R. T. emblem may be purchased by members for \$1.00

O. R. T. Emblem Ring **\$7.00**



WE have had a new ring designed in the form of a seal ring. A supply of these rings has also been secured for the accommodation of members. These rings may be purchased for \$7.00

O. R. T. Emblem Bar Pin



\$5.00

EVERY lady member of the Order will appreciate our new, original and artistic emblem bar pin. These ornamental emblem bar pins designed for the exclusive use of our sisters of the O. R. T. may be purchased for \$5.00.

All Orders Should Be Addressed to

The Organization
Derives
No Profit

Members Receive
the Benefit of
the Actual Cost
Price

Grand Secretary and Treasurer,
Illinois State Life Building, ST. LOUIS, MO.

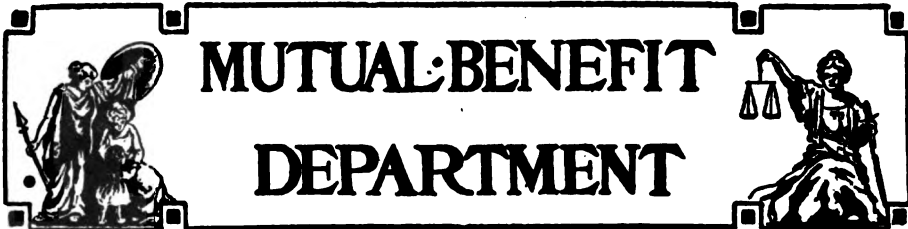
**SEND IN
THAT SUBSCRIPTION
TO
LABOR**

**Through Your Local or General Chairman
or General Secretary-Treasurer**

\$1.50

For One Whole Year

SEND IN TODAY



Assessment No. 149 was due Jan. 1, 1922. Time for payment expires February 28, 1922. All remittances for Assessment No. 149 must be accompanied by the assessment slip signed in ink.

AMOUNT OF ASSESSMENTS.

On \$ 300.00 (Series A).....	\$2.40 per year
On 500.00 (Series B).....	3.60 per year
On 1,000.00 (Series C).....	7.20 per year

BENEFITS PAID IN FEBRUARY, 1922

Claim No.	Name.	Cause of Death.	Div.	Cert.	Series	Amount
3696	John M. Stryer.....	Diabetes mellitus.....	45	24	C	\$1,000.00
3712	Clarence A. Mann.....	Acute dilation of heart.....	26	1100	A	300.00
3716	Jos. R. Cantin.....	Gastritis and acute dilation of the heart.....	1	3761	C	1,000.00
3730	James W. McCoy.....	Apoplexy.....	32	879	A	300.00
3721	Henry H. Ziegler.....	Arterio sclerosis.....	45	617	A	300.00
3723	Frederick L. Quinn.....	Angina pectoris.....	36	844	C	1,000.00
3723	William J. Whelan.....	Diabetes insipidus.....	10	1273	C	1,000.00
3724	James S. Hoffnagle.....	Cerebral hemorrhage.....	37	393	A	300.00
3725	Robert L. Liggett.....	Pulmonary tuberculosis.....	137	337	C	1,000.00
3727	John B. Brecht.....	General paresis.....	96	26	A	300.00
3728	Archie M. Brown.....	Pulmonary tuberculosis.....	23	195	C	1,000.00
3729	Elias Zeigler.....	Apoplexy.....	17	2637	A	300.00
3730	William H. Brown.....	Myocardial degeneration.....	119	1284	B	500.00
3733	Charles B. Fox.....	Foreign body lodged in larynx.....	54	2283	B	500.00
3734	William J. Morris.....	Valvular heart lesion.....	163	23	C	1,000.00
3737	Clarence J. Lawton.....	Pericarditis.....	3	503	A	300.00
3738	Edward L. Pitts.....	Cerebral apoplexy.....	31	390	C	1,000.00
						\$11,100.00

FINANCIAL STATEMENT—MORTUARY FUND

Receipts

Received on assessments to January 31, 1922.....	\$3,077,354.63
Received on assessments February, 1922.....	62,531.77
	\$3,140,886.40

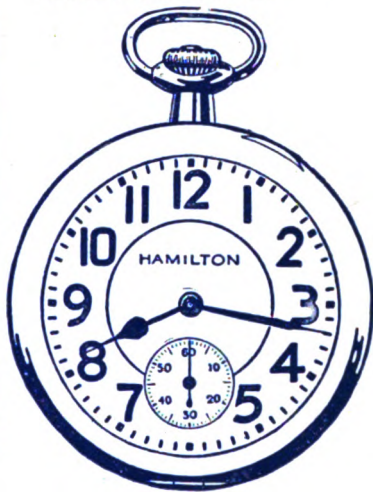
Disbursements

Death claims paid to January 31, 1922.....	\$2,365,632.57
Death claims paid in February, 1922.....	11,106.00
Assessments refunded account rejected applications.....	5,972.33
Assessments transferred to dues.....	437.99
Balance cash on hands credit Mortuary Fund February 28, 1922.....	757,679.21
	\$3,140,886.40

Secretary and Treasurer,
Mutual Benefit Department,
7th Floor Missouri State Life Bldg.,
St. Louis, Missouri.



Conductor Dan Mandaville has been in Erie Service 46 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 15 years that Hamilton he has in his hand.



TRUE TIME ALL THE TIME

is what you can expect from your Hamilton Watch.

For thirty years we have been building Railroad Watches—

—Watches which have more than met the exacting requirements of Railroad Watch Inspection.

—Watches that have been doing their full share in keeping "On Time" the fast Limited Trains on America's finest Railroads.

—Watches that have been serving Engineers, Firemen, Conductors, Trainmen, Dispatchers, Telegraphers, Yardmasters, Switchmen—in fact all classes of Railroad men whose jobs require an accurate and dependable watch.

The number of satisfied Hamilton owners on America's railroads is now legion. We don't manufacture all the Railroad watches; but all the Railroad watches which we manufacture are watches of dependable, enduring accuracy. There is a comforting assurance in belonging to the majority.

For time inspection service, the most popular watch on American railroads is the Hamilton No. 992 (16 size—21 jewels).

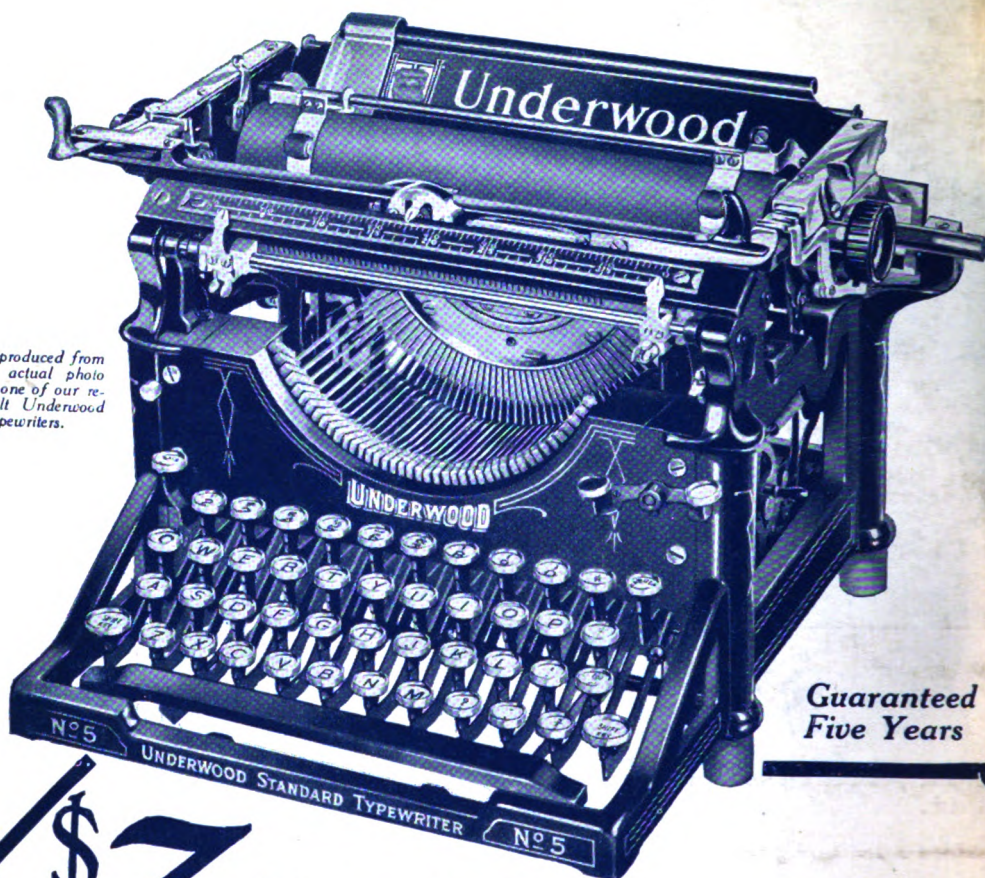
Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices, beginning at \$22 (\$25 in Canada) for a movement alone, up to \$200 for the Hamilton masterpiece. Also other interesting watch information that makes it especially valuable to railroad men.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

Reproduced from
an actual photo
of one of our re-
built Underwood
Typewriters.



**Guaranteed
Five Years**

**\$3
DOWN**

Puts It In Your Home!

EASY PAYMENTS

You pay only a little each month. The amounts are so conveniently small that the machine will be yours before you know it. And all the time you are paying, you will be profiting by the use of the machine. *Why pay rent?*

YES, only \$3 brings you this genuine Shipman-Ward Rebuilt Underwood direct from our factory. Then, only small monthly

payments makes it yours, or, if convenient pay cash. Either way you get the world's standard typewriter, and at a big saving to you.

Standard Underwood From Factory to You

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VOLUME
XXXIX

APRIL
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY IN St. LOUIS, MO.,

By

The Order of Railroad Telegraphers

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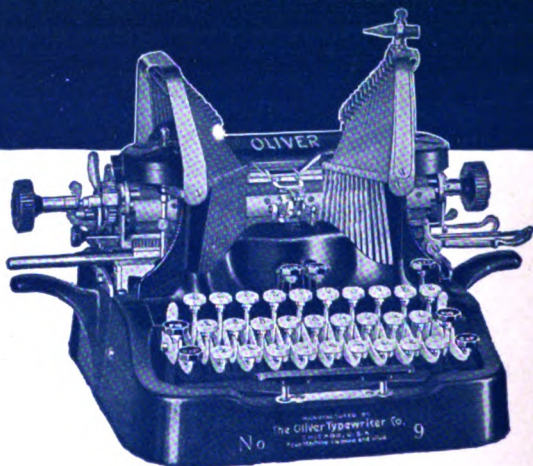
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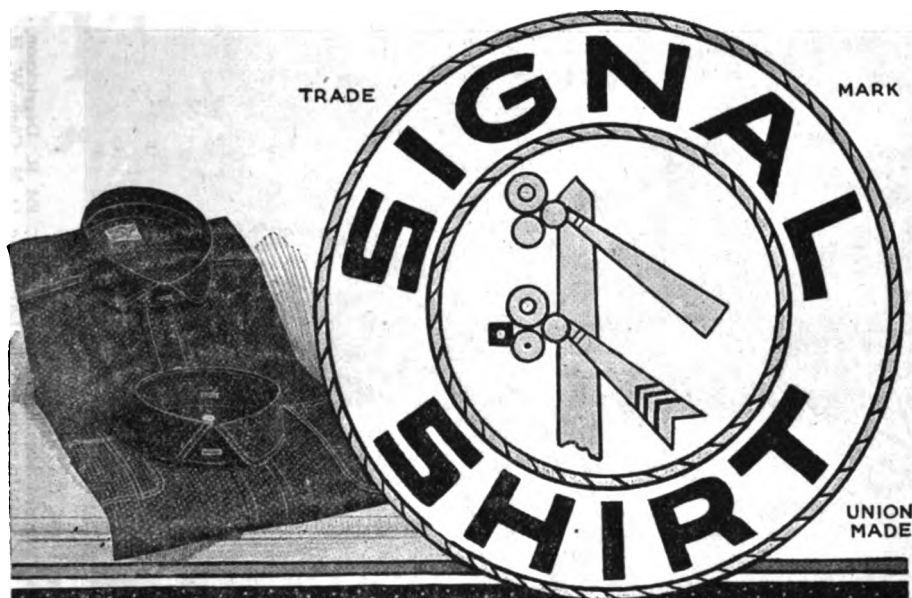
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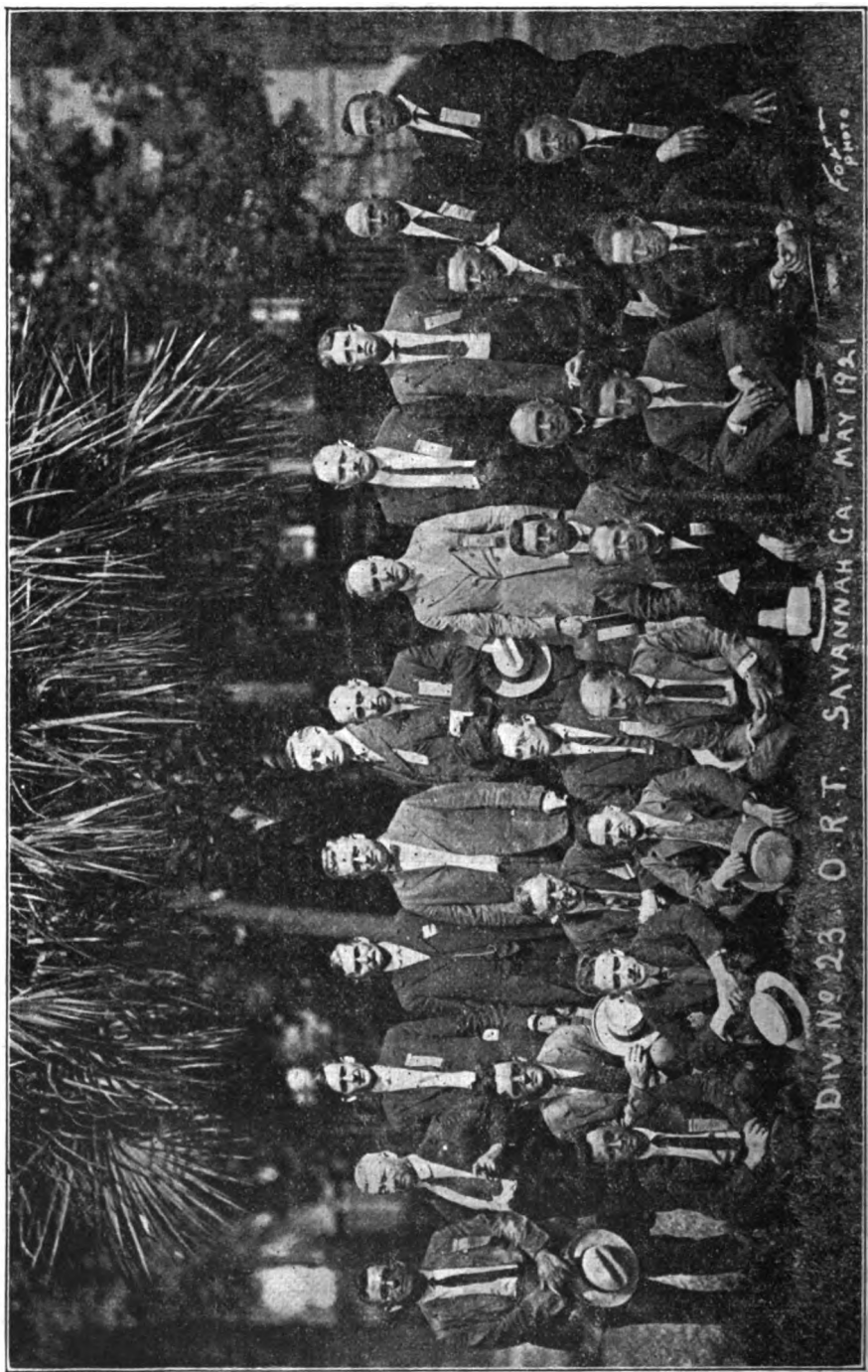
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DELEGATES OF C. M. & St. P. DIVISION, No. 23, TO SAVANNAH, GA., CONVENTION, 1921.

Standing left to right—R. R. Woods, G. B. Turner, J. L. Price, Charles Krumm, Edward Hurley, G. L. Gallaher, Ed. R. Derrickson, H. C. Kesby, W. M. Beck, W. A. Gleason, U. R. Hagman, C. E. Potter, Middle row, left to right—C. R. Latourrelle, O. M. Case, W. H. Levan, E. Neppitt, H. W. Vieding, W. H. Robinson, C. H. Kuntz, Front row, left to right—O. E. Hoyt, E. T. McCormack, J. M. Campbell, O. A. Millard, W. C. West, G. E. Leighty, W. J. Vanderhooft.

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THE RAILROAD TELEGRAPHER

E. J. MANTON, Editor and Manager.



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Ever Old, Always New

THE Universe is always old yet ever new. Those who can look back over the years, make note of changes during their life and know that in the years ahead for those now starting out, there will be changed conditions, life and struggles.

Among those who see clearly there is no pessimism. They know that in their youth they were told the world was going to wreck and ruin; that the oncoming generation was a set of cowards who liked the soft things of life and were incapable of either maintaining rights or securing greater privileges.

Yet that generation failed utterly to prove the contentions of the ones who prophesied. After a season of play and indifference to the things older heads considered of pressing and immediate importance, that generation settled down and waged its battle for progress. And it waged that battle not because it wanted to, but because it must.

The impelling force behind its efforts to change, alter and improve is a heritage from the past and a possession of the present. Man was intended to be free and cannot continue to exist under slavery either of body or mind, and what to one generation means the end of a battle and the beginning of peace and rest, means but the starting place for a new adventure to the next.

The "giants of those days" are of a surety to be followed by the giants of today, tomorrow, and of all the generations to come. Life is a fact, and facts are changed neither by optimists nor pessimists—they remain when optimist and pessimist both have returned from whence they came.

President Manion Speaks

On March 6th, the Railroad Labor Board began the hearing of requests for decreases in wages by the roads and increases in wages by the men. At the opening session the Board ruled that the question at issue would be taken up as it affected the various classes of employees, beginning with the shop crafts as a body and each of them separately, then taking up other classes in order, the telegraphers to be heard last.

It will be some time before the matter as it concerns employees in the Station, Tower and Telegraph service comes on for hearing, nevertheless, President Manion announced the position to be taken by the representatives of the men employed in Station, Tower and Telegraph service. The address he delivered on that occasion is here set forth.

I want to say a few words; that in the conferences held generally with our committees it was set out to them by these carriers that the object of seeking this wage reduction at this time was in order that there might be a certain amount of money secured from some source to pass on to the public in the way of reduced freight and passenger rates. It was not contended in these conferences that it was the object of the carriers to establish just and reasonable rates of wages, but on the contrary, that they must have a certain amount of money to pass on to the public.

I think that that ought to be given consideration here, particularly in view of the fact that the carriers are here to bestow a public benefaction, and if that is the object, I believe that there are some other matters that ought to be taken into consideration in connection with this.

Our committees were hurried in and they were hurried out. They only had a few minutes' conferences in some cases, and they were simply told that this question of wage increase or wage decrease was not going to be discussed from any other angle except that this money must be secured from some place and the only place that the carriers knew from whence to secure it was from the employees' wages.

Now I submit, Mr. Chairman and gentlemen, that these carriers have benefited most tremendously at the hands of the public through its agency in Washington known as the Interstate Commerce Commission; that when we received our increase in wages in July, 1920, amounting to \$600,000,000, so it was stated, that these carriers immediately forthwith went to the Interstate Commerce Commission and secured from the Interstate Commerce Commission increases in freight, passenger, milk and baggage rates which it was estimated would secure to them increases in revenues approximating \$1,500,000,000 a year; that in addition to that, or immediately following that, rather, these carriers instituted proceedings before this Board to secure a reduction in the wages of these employees and were successful in Decision No. 147 in securing a reduction which is supposed to be about \$400,000,000; that at that time or shortly thereafter when the situation became acute here by reason of a strike threat, that certain members of this Board were called to Washington and while in Washington, or shortly thereafter, there were statements made in the papers by certain members of this Board that these carriers ought to at that time translate these wage reductions into reduced freight and passenger rates, but instead of that these carriers immediately announced that they were going to decrease wages still further, and that they were going to pass these decreases on to the public in

reduced freight and passenger rates in so far as they had not already done so, which they estimated at anywhere from \$30,000,000 to \$50,000,000 per year.

Now, Mr. Chairman, I am going to come before this Board and show conclusively that there is no justification for a reduction in wages for the men I represent if the elements contained in the Transportation Act are properly considered, and I believe this Board will give them proper consideration; and I am going to point out to you now, gentlemen, that it is a very peculiar thing that the lower paid classes of employees are summoned here at this time to face the possibility or probability of a wage reduction, while the higher paid classes, the four brotherhoods, if you please, are invited out to a "petting" party with the railroad officials, for some purpose or another.

If there must be wage reductions and there must be reductions in freight and passenger rates, let these carriers, who now stand as the only class in the American public at the present time that are inflated—everyone of the rest of us, the farmer, the merchant and the working man has been deflated—let them first give consideration to doing a little deflating on their own account before they try to answer this clamor from the public for reduced freight and passenger rates, by coming here and performing another one of these operations on us.

FOR SERVICE OR PROFITS?

On railroads and in mines there are men employed who never get in full time except at "peak" periods. In power houses and on street railways, in electric light plants and other service plants there are times when the "peak" load must be carried, requiring every man to do his utmost and every machine to be run at full capacity. As soon as the "peak" load is off the machine (dynamo, motor, generator, engine) is stopped and only such are operated as are necessary to take care of the ordinary load. When engine and machine stop they stop eating power, fuel, oil and the other supplies that are needed to keep them going. When the "peak" on railroad or in mine is over, the man is laid off, but he cannot stop eating, neither can his wife or children, if he does, he dies.

The railroad owner and mine owner have capital invested in plant, road and mine. They do not throw them aside, careless as to whether they will be on hand when needed. They have no capital invested in the man. He can go starve for all they care. There are lots more to be gotten in the market. Hoover says that in normal times there are always from 1,500,000 to 2,000,000 men out of work.

Glib talk about "waste," "too many men for the industry," "saving" this and "saving" that, whether it issues from the mouths of engineers or thick-witted owners, butters no parsnips and cures no hams.

There is but one excuse for an industry—to supply a human need. If it cannot supply that human need without destroying human rights, human aspirations and human happiness, then it is destructive to humanity and does not and cannot supply a human need. Humanity or the industry must go. There is no middle ground. That is the predicament apologists for the present idiotic plan have gotten themselves into.

There is no industry that need go, all of them can exist without harm to humanity if run to render service and not merely to make money for a few.

The Railroad Labor Board will begin hearings on wage disputes involving the Order of Railroad Telegraphers, on or about April 24th and those General Chairmen having been made a party to an appeal, and who desire to be heard, have been notified by President Manion to be present in Chicago on that date.

Wages and Prices

The statement that wages paid are the chief or sole cause of high prices, and that until wages are reduced no reduction in price can take place, has no foundation in fact.

Some time ago attention was called to the fact that in the United States an examination of the census figures for 1919 showed, that, if all wages were abolished in manufacturing industries the total reduction in price which could have occurred would have been less than 16 per cent or not quite sixteen cents on the dollar. The figures as issued in the United States only covered manufactures. In Canada, however, figures recently issued by the Dominion Bureau of Statistics are more comprehensive and cover all industrial establishments in Canada.

In the Dominion the workers have been subjected to the same attacks upon their wages as in the United States. The same false and misleading statements concerning the crushing effect of "high wages" upon efforts at "reconstruction" and the return to "normalcy" have been issued and given widespread publicity in Canada as in the United States, and those who have sought to maintain decent wages and conditions in the Dominion have been forced to answer the same propaganda of abuse as in the United States. With the official figures at hand Canadians are equipped to disprove all the misstatements.

From preliminary figures issued by the Dominion Bureau of Statistics it appears that the wages paid in all the industrial establishments of Canada amounted to \$558,579,217 for the year 1919, while the value of the products (price at which they sold) of those establishments was \$3,520,724,039. An examination of those figures shows that the wages paid amounted to a little more than 16 per cent of the value (price at which they sold) of all products.

It may be said that the figures given do not show the final price at which the goods produced were sold, that the value given is based on the wholesale and not the retail price at which the goods were sold. What of it? The retail price, if discoverable, or given, could only lower the percentage of wages to price and clinch more firmly the fact that wages are of very little importance in figuring prices.

To assert that "wages makes up" fifty per cent, eighty per cent, or any other fraction, of the "cost of production" is altogether meaningless and of no value, when the argument is, that "high wages make high prices," and that because "labor received high wages (profiteered) in 1919 prices were high."

Mr. Charles M. Schwab said that wages in the steel industry of the United States made up 85 per cent of the cost of producing steel. Shortly thereafter the Steel Trust published figures showing the total wages paid to all employes and the total receipts (value) for all steel sold in 1919, which figures, on examination, developed the fact that for every dollar received by the trust for finished products, it had paid out nine cents as wages, which, again, showed that if the cost of wages made up 85 per cent of the cost of producing steel, then it cost less than eleven cents to produce one dollar's worth of steel, leaving 89 cents out of every dollar received to be considered profit. Mr. Schwab may have been right in his statement that wages made up 85 per cent of the cost of producing steel, but what of that? How can that concern the wage worker or the man who buys steel? One receives a wage and has nothing whatsoever to do with fixing the price of what he produces, the other pays the price and, likewise, has nothing to do with fixing it.

If all wages were abolished and men worked for nothing, the trust could sell steel at 91 cents instead of one dollar and still make the same profit, while the man who bought could only save thereby 9 cents on every dollar he spent for steel. Is there any reason, though, to believe that the Steel Trust would cut prices simply because it was not compelled to pay any wage at all? If it can add to the cost of producing steel, 89 cents on every 11 cents it pays out and charge the buyer \$1.00, what

is to prevent it taking the whole works? It is a pure waste of time to argue from the standpoint of the percentage of wages to cost of production.

Those who make the statement that "high wages make high prices" never had a leg to stand on; 1919 was a year vehement with talk about and concerning "high" wages and high prices, yet the facts show that in Canada, as in the United States, if no wages had been paid in all the industrial establishments of that country, and the owners of those establishments had passed the "saving" on to customers, those customers could have bought products for just about 16 cents less on every dollar than they did buy them. Had wages been reduced 50 per cent, cut in half, eight cents could have been cut from the price paid. Cut wages 25 per cent and the customer could have saved four cents on every dollar he spent on products of industrial establishments in Canada—if the owners had been willing to allow him to save. A ten per cent reduction in wages would have meant a reduction of less than two cents on each dollar of price.

It would be, and is, ridiculous to talk of men working for nothing so that a reduction in price of sixteen per cent might be put into effect and it is equally as ridiculous to talk of a fifty per cent reduction in wages being of any real benefit to buyers. It is not wages that makes prices—it is profits. That cannot be denied.

Wages in all countries and all industries are so small a proportion of price that, unless the total wage costs are eliminated, no real reduction in price is possible, and in countries such as Canada, United States, Australia and a few others where men work intensely and with modern machinery, the proportion of the product labor receives as wages is less than in so-called backward countries. While money wages may appear to be higher in first-class countries, actual wages are less than in countries not in the first-class—when proportion of wages to price received (value) for products is taken into consideration.

Therefore, statements to the effect that wages paid are the chief or sole cause of high prices, and that until wages are reduced no reduction in price can be had, have no basis in truth.

JOHN D. ABBITT

John D. Abbitt, old-time railroad telegrapher and later banker, died at Norfolk, Virginia, on March 24th, a sudden attack of heart trouble being the immediate cause of his death.

Brother Abbitt was 57 years old at the time of his death, and retired from the banking business about three years ago on account of his health, but recently he improved to such an extent that he entered the insurance business as district manager of a large company.

He had been for years past a member of the Order of Railroad Telegraphers, being a member of the Grand Division when he died. He was instrumental in organizing the Seaboard Division and securing recognition of the Order and the first contract on the S. A. L. In 1904, when he resigned his position as General Secretary-Treasurer to enter the banking business, he was agent-operator at Handsom, Virginia.

Brother Abbitt was well known and loved by all. He never lost interest in the boys who were struggling on the road to improve conditions and build up the Order. He attended numerous division meetings and gave out of his experience, kindly advice and instructions to his brothers of the key—always manifesting interest in their welfare.

Members of Division 28 and the Order feel deeply his loss and extend to Mrs. Abbitt and family their heartfelt sympathy.

Boiling Over

"Finally, I want to refer to the veritable witches cauldron being fed constantly with hates distilled from the misdeeds of railway promoters in the past, from the conflicts between the railways and the farmers, between the railways and their workmen. From all the confusion arising from it we destroy our railroads and destroy ourselves. With this commission on one hand assuring honesty in finance, justice to the shipper and the railway investor, with the Railway Labor Board assuring justice to workers and, above all, with a great spirit of public service in our generation of railway managers, it is time to call off the witches and take some vision of our national situation if we are to pull ourselves out of this depression," said Herbert Hoover, Secretary of Commerce, in plea for lowered wages of railroad workers, at hearing before Interstate Commerce Commission, February 3rd, 1922.

And thereupon, or shortly after, the Interstate Commerce Commission hands down its report and decision in the case of the Pennsylvania and New York Central proving the wasteful extravagance of the officials of those roads, who sent engines needing repairs to outside shops, on a cost plus basis, while their own men and shops stood idle, all of which cost this Government of ours many millions more than it would have cost to do the work in their own shops. "Misdeeds of the past" appear to be making some turmoil in the cauldron at present.

Mr. Hoover is a peculiarly forgetful individual—we dare not say he is not informed, for to say that would imply that Mr. Hoover was not competent to talk about railroads, low wages or anything else, to the I. C. C. or any other body or person. He forgets that in every instance the railroads have sought and began the conflicts with farmers, by skinning them in stock deals, beating them out of money loaned with which to build roads, robbing them through unnecessarily high rates based upon watered stock, and working hand in hand with the beef trust, produce gamblers and all others who fatten on and fatten off the farmer.

He is also forgetful of the fact that on every occasion the railroad managers have themselves started conflicts with their workmen by underpaying and overworking them, blacklisting them for belonging to a union, discharging them for agitating for safety devices and better protection for worker and the public, and he does not know that the railroad managers are now, not in the past, trying in devious and indirect fashion to prevent and delay the introduction of automatic train control recently ordered installed by that same commission before which Mr. Hoover made his plea for lowered wages for railroad workers.

He forgets that at present the managements are attacking the wages of railroad workmen; that they successfully attacked wages about a year ago and that, as usual, they have not transferred the money wrung from labor to the public, but have soaked it away in their own pockets.

Mr. Hoover spoke about two years after the infamous Cummins-Esch act went into effect. That act pretended to settle the contents of the witches cauldron and make it stop boiling over, by officially sanctifying all the fraudulencies, cheatings, swindles, robbery of widows, estates and orphans and other wrongful and immoral acts of railroad financiers; gave those who had possession after fraud a clean bill of health and threw over them the protecting mantle of forgetfulness. It is remarkable that within two short years the sanctification act of 1920 had failed and that

the managements had worn out the mantle of forgetfulness by their acts of commission and omission.

The fact that Mr. Hoover must again apologize, ask for forgetfulness and make another attempt to sanctify the managements, seems to prove that instead of putting out the fire under the cauldron, the Cummins-Esch act, railroad managements and Mr. Hoover all add fuel to it.

ARE WAGES TOO HIGH?

Basil M. Manly, former joint chairman of the National War Labor Board and at present Director of the Peoples' Legislative Service, has compiled and written a pamphlet of twenty pages, bearing the above title.

Everyone who works for wages and all those who discuss affairs concerning wage workers, should be in possession of that pamphlet. It is a clear, concise and plain presentation of the facts as to wages. No statement made therein can be successfully controverted and it effectually answers all those who assert that wages are or have been placed at too high a level.

The one great and good feature of the work of Mr. Manly is the sincerity and accuracy displayed in compiling and presentation of figures and facts. All who examine the work will at once realize the honesty of purpose shown by the writer.

Copies of the pamphlet can be had upon application to The Peoples' Legislative Service, 605 Fendall Building, Washington, D. C. The cost of single copies is ten cents, additional copies can be secured at the rate of \$7.50 per hundred, which is just enough to cover cost of printing, addressing and mailing.

If you want the most fair and accurate study of wages that has been made within the last 10 years, send for the pamphlet. If you want to make the public acquainted with the facts regarding wages, send for a hundred and distribute them where they will do the most good.

BOARD OF DIRECTORS MEET

The Board of Directors, Brothers B. F. Nason, chairman; W. P. Hutchinson, secretary; G. E. Soyster, J. F. Miller and H. G. Alexander, is meeting in annual session at headquarters.

The board is making the usual yearly audit of the books of the Grand Secretary, considering by-laws for the governing of the Pension Department, the organization of the Co-operative Bank and such other matters as come before it.

Having to do with the launching of the Pension Department and the bank, the session this year will be an exceedingly important event in the history of the Order of Railroad Telegraphers.

NAMES WANTED

Of Those Holding Office in Nation, State, Province or City

All members of the Order of Railroad Telegraphers holding political office of any kind are requested to send their name and address into this office, giving title of position held. It is our desire to maintain a roster of such members and to aid brothers or sisters who are holding office in nation, state, province, county, city, town or village.

If you know of any member holding political office in your state, province, county, city, town or village, in the United States or Canada, kindly send in the name of the brother or sister, as the case may be, together with the title of the office.

Miners Cease Work

The miners of the country ceased work April first and have not resumed their labors at this writing.

The cause of the cessation of work was the refusal of the mine owners to live up to a signed contract and engage in negotiating a new contract covering wages and conditions. The contract broken by the mine owners was signed in March, 1920, and provided for a joint meeting of representatives of miners and mine owners previous to April first, 1922, for the purpose of making a new agreement covering wages and conditions. That contract was signed by and for the miners and operators and representatives of the National Government.

In violating that agreement the mine owners broke their promise not only to the men but to the Government of the United States as well.

It would be idle to point out here that if the miners had assumed the position of violators of a contract and breakers of their word to their Government, the press and every other valiant defender of the second-story workers who rob the public would have been yelling for injunctions, soldiers, police, tanks and Cossacks to force the miners to refrain from interfering with the "right of the 'public' to its coal."

It would be useless to call attention to the fact that so far the mine owners have been only mildly scolded for closing down the mines and thus jeopardizing the coal supply of the nation. Idle and useless, because that which has happened was expected to happen. Everybody who is not a complete dunce understands that the "rights of the 'public'" are to be enforced only against workers, and no one expected the employers to be interfered with. They, being the guardians of the "rights of the 'public,'" know best what is good for that "public" and are not to be interfered with by mere officers of the Government, or their private satraps, the judges.

Without interference by any arm, governmental or otherwise, the mine owners were allowed to pursue the even and calm tenor of their way; to refuse to meet and formulate a new agreement that should cover wages and conditions on and after April first, or to renew, for a time sufficient to cover the formulation of a new contract, the old agreement. That being so, no miner could know what his wages and conditions of work would be after April first and, therefore, the miners ceased work until such time as an agreement covering hours, conditions and wages is arrived at between their representatives and those of the mine owners.

Stripped of all argument and propaganda that is the reason for the men refusing to work in the mines, which every sane and reasonable person will agree is the best of reasons.

Don't be misled or talked into any belief in other "reason" or "reasons" for the cessation of work by miners.

Non-union men in various fields are joining the union men in suspending work, which has occasioned the usual display of crass stupidity and brutal force by the Black and Tans, known as State Constabulary, who have been joined in that display of stupidity by certain judges, all of which, naturally, tends to make the miners more determined to stay out until an agreement is made and they know under what conditions they must work and the wages they are to receive.

That behind all of the moves stands the element that hopes to destroy unions and bring back the awful conditions existing in mining regions of years past, goes without saying. All those who favor darkness and decay hope the miners will be beaten and forced to go back as an unorganized mob. All those who favor light and life hope and know that the miners will eventually win.

Read and Act—Now

The response to our request that members send in the names and addresses of officers or individual members active in connection with Granges, Farmers' Unions and all other organizations of farmers in your city, town or neighborhood, was immediate and gratifying, and this office desires to thank those who have so readily complied with that request.

We again ask that all those who have not sent in a list of such names and addresses do so at once. Do not get the idea that the other fellow is the one we are asking to do the work of securing and sending in the names. You are the one we are asking.

We pointed out last month that those who abuse and misrepresent you have enjoyed a monopoly in sending out to farmers and others statements and propaganda tending to and meant to deceive those receiving same, and called your attention to the fact that if we wanted to overcome that monopoly and propaganda of deceit, we must be in position to send out facts truthfully and accurately presented.

The associated railroad organizations are in a position to send out the facts truthfully and accurately presented, but need names and addresses of those to whom to send it, and it is up to you to send in all the names you can.

Therefore, we urge all those who have not sent in any names and addresses, to promptly send in to this office—addressing your communication to E. J. Manion, president, O. R. T., Missouri State Life Building, St. Louis, Mo.—the names and addresses of officers and active individual members of farmers' societies in your city, town or neighborhood.

Do this and do it right now. It is in your interest and will aid you and us to overcome the poisonous propaganda with which the country has been flooded.

Railroads Not Broke

Many members acquainted with the facts concerning the railroad situation, are using the columns of the press to set the true conditions before the public and some newspapers are giving space to communications from railroad workers.

Among the best of them all is the following written by Brother C. E. Potter which appeared in *The Spokesman-Review* of Spokane, Wash.

From Senator Poindexter's letter to Horace Kimball in *The Spokesman-Review* of March 19, regarding the well-being of farmers and stating reasons why they should exercise a charitable spirit toward railroads, the following is quoted:

"* * * government operation, which pretty nearly wrecked the roads and if carried on would soon have wrecked the country, costing the people something like \$1,500,000,000 to be made up in taxes for the absolute losses of the operation."

So far as it concerns the wrecking, financially or physically, of the railroads, or wrecking the country, that statement is pure hokum and no one should realize it better than Senator Poindexter, who is a member of the Senate Committee on Interstate Commerce. Any one familiar with the truth about the railroads knows:

That the government took over the railroads upon their own admission of inability properly to function as a part of the war machine.

That prior to assumption of federal control, managers of leading lines admitted their properties were in a run-down condition.

That the roads were paid by the government a determined rental at the rate of about \$900,000,000 per year for 26 months—January, 1918, to February, 1920,—and a guarantee of dividends from March to August, 1920, yielding a tidy income on inflated property investment, an important feature of which was intercorporate stock ownership.

That in no single year of federal control did income from operations equal the amount of government rental, due to war-time costs of material, supplies and labor, and the government's policy of meeting out of general taxation the rental guaranty instead of increasing rates, as was done in all private lines of business.

That if freight and passenger rates had been increased during federal control there would have been a vastly different statistical story to tell.

That the roads were turned back to private operation in as good or better condition than when taken over by the government.

How Senator Poindexter can reconcile these facts to his statement that federal control nearly wrecked the railroads is hard to understand.

A COMPARISON.

Let us take an analogous case here at home:

Suppose a Palouse rancher owns 1,000 acres of wheat-producing land. His market is confined to 1,000 consumers who are all stockholders of a bank, and conversely the ranch is their sole source of wheat food. For some reason or other—bad management, sickness or inability to obtain enough help—the ranch runs down and the rancher is unable sufficiently to supply his consumers. He complains to the bank's president and offers to rent his land to the bank.

The president, to help both rancher and stockholders, leases the land for two years

at the rate of \$50,000 per year, puts the rancher in charge and furnishes ample labor and machinery to produce a bountiful crop. Income from sale of wheat the first year is only \$40,000 and there is a loss of \$10,000 to the bank, made up by stockholders.

Directors of the bank decide that if there is a loss on the second year's operation of the ranch, it shall be made up by further assessment. The loss occurs. It is easy to see that stockholders must pay either an assessment or an increased price for their wheat food. The lease expires and the ranch is returned to its owner.

Suppose, now, with \$100,000 rent money in his pocket, the rancher raises the cry that his farm is in a deplorable condition, machinery almost scrapped, buildings dilapidated—in short, that he is ruined; and in making his income tax return he tries to conceal the rent-money and show that he lost by the bank's operation of the ranch under his own management. Would any one save him?

Yet this is exactly what the railroads have done. They tell and retell the story that they are ruined, and tell it well. Senator Poindexter believes them.

Cummins From Missouri.

But Senator Cummins, chairman of the Senate Committee on Interstate Commerce, does not thrill to the yarn. At a hearing before the committee December 3, 1921, Frank J. Warne, statistician representing the railroad brotherhoods, was charging that statements given out by railroads regarding their earnings were deceptive. The following is from the official record:

Mr. Warne— * * * The facts are, taking into consideration the guaranteed standard return of the United States government, the railroads had in 1918, 1919 and 1920 larger returns to apply to their investment than in any other years of their history, with the single exceptions of 1916 and 1917. Even in 1920, * * * the year which the roads attempt to prove was so disastrous to them, they received to be applied to investment, in addition to their exorbitant maintenance, as much as \$105,528,216 more than in 1915 and \$127,614,902 more than in 1914.

The Chairman—I would like to observe at that point, that your suggestion, as far as the return on capital is concerned up to the first of September, 1920, is absolutely correct. * * *

Roads Convince Public.

Mr. Warne— * * * the railroads through their propaganda have been able to convince the public that in 1918, 1919 and 1920 their earnings were so little and so low that they are today in a deplorable condition.

The Chairman—I do not see how any intelligent person could be deceived with regard to that phase of the matter.

Mr. Warne—I have among my intelligent friends many who think that the railroads are today in a terrible condition.

The Chairman—"That is the reason that, during the course of that proceeding, I repeatedly asked those people (railroad representatives) whether they had included in their operating revenues, upon which their tables were based, any part of the sums received from the government, either as rental during federal control or as a guarantee during the six-months period thereafter.

Mr. Warne—And why didn't they include them? The representations of the roads would have been absolutely and entirely different, and the impressions on the public would have been entirely and absolutely different if they had embodied those two amounts; if they had included in their revenues the revenues received from the government in the way of rental and guarantee, and if they had excluded the amounts that went to the general and division officers. They could not have made the impression that they did make on the public, if they had embodied in their tables and in their showing those two things, but they have entirely mis-

represented them. And it is because of the effect which their showing has made that we are answering these statements.

Tries Hard Task.

Senator Poindexter essays a difficult task in attempting to establish a *liaison* between farmers and railroads. Farmers are more interested in railroad rates than in dividends and wages. Twice during the last year railroad employes have taken appreciable reductions in earnings. Farmers know that transportation charges have not been lowered appreciably, except perhaps on camel's hair, enameled brick and pearl buttons, which are not produced or consumed in quantity on the farmstead. They know further that even now railroad representatives arguing before the United States Labor Board will not hazard a guess as to the effect of proposed additional wage cuts on rail rates.

LA FOLLETTE IN WISCONSIN

One of the outstanding opponents of privilege and defenders of the people in the United States Senate, is Robert M. La Follette of Wisconsin, who is to be re-elected this year.

No member of that body has been more genuinely a friend of the railroad worker and all other workers, than La Follette. In season and out he has been holding aloft the banner of freedom and attacking the forces of reaction. His long experience; fearless and courageous spirit; great ability and fealty to those whom he represents, the people of Wisconsin, has brought him the enmity of those who prey.

At this time, when efforts are being made to defeat him by those who would tear down and destroy our liberties, and abolish our rights, it is the duty and privilege of every man loving liberty and the rights of the people to do all things necessary and possible to secure the re-election of this staunch champion as Senator from Wisconsin.

Those who live in Wisconsin can do great work by earnestly and persistently advocating his election, and those having friends in that state, or who live near the border of Wisconsin, should do their utmost to convince the voters of that state that it is their duty to register and vote for La Follette.

The birds of prey of Wall street have centered their activities on Wisconsin in a determined effort to get rid of La Follette. Money will be spent to a greater extent than in the Newberry case and everything will be done to defeat him. It is, therefore, up to the common folks of Wisconsin to get out and work hard to re-elect the man who has so faithfully and ably represented them.

Members should ask their Congressman and Senators for copies of testimony taken during hearings before the Senate Committee on Interstate Commerce, particularly those volumes containing testimony of Dr. Warne, Mr. McAdoo and Mr. Hines. If they make the excuse that they cannot send them because the supply is exhausted, tell them to have more printed.

The Federal Reserve System is in politics now trying to frighten Senators and Congressmen who have been telling the truth concerning the activities of that profiteering band. The method pursued is to print and send out to country bankers speeches denouncing those who have attacked the management of the Federal Reserve System and asking the banker to tell them what his opinion on the matter is. The little banker is surely up against it.

Railroaders and Miners Confer

As the result of a communication sent to the railroad labor organizations by the President and International Executive Board of the United Mine Workers of America, a conference was held in Chicago on February 22nd. The conference elected President John L. Lewis, of the United Mine Workers, temporary chairman, and E. J. Manion, President of the Order of Railroad Telegraphers, temporary secretary. Those representing the O. R. T. at the conference were: President E. J. Manion, Grand Secretary L. J. Ross and Vice-President Thomas M. Pierson.

The conference, by unanimous vote, adopted the report of a committee, composed of Assistant Grand Chief Wills, of the B. L. E.; President Ryan, of the Carmen; President Manion, of the O. R. T.; Vice-President Murray, of the Miners, and Vice-President Dempsey of the Longshoremen. The report adopted is as follows:

ARTICLE 1—The associated organizations represented in the transportation and mining industries of the country have been compelled to bear the brunt of unwarranted attacks upon their integrity and unjust and inequitable changes in their wage schedules and conditions of employment. The industrial and financial interests responsible for this condition are not yet satisfied and are conducting gigantic propaganda looking towards further wage reductions and additional changes in working conditions that will be detrimental to the people employed in these industries. It therefore becomes necessary for the representatives of the associated organizations to assemble and take cognizance of this situation. Impelled by the necessity of effecting a co-ordination of our strength we declare for closer co-operation of our forces which will operate to more effectively protect the interests of those engaged in these essential and basic industries. After mature deliberation, and with a full sense of our responsibility, we declare that the mutuality of interests of the employees in these basic industries must be recognized and we assert our purpose to apply every honorable method to secure compensation for service rendered and to maintain proper American standards of living.

ARTICLE 2—When it becomes apparent that any one, or group of the associated organizations, is made the victim of unwarranted attacks, or its integrity is jeopardized, it will become the duty of the representatives of each of the associated organizations to assemble to consider the situation. Ways and means may then be considered and applied to best meet the emergency. Action taken under this section is subject to approval by each organization represented.

ARTICLE 3—To facilitate the conduct of the business of the associated organizations, an Executive Committee is hereby created composed of the chief executives of the associated organizations, or their specifically designated representatives. It shall be the duty of the Executive Committee from time to time to make such recommendations to the associated organizations as may in its judgment be deemed wise, and to assemble the full conference of associated organizations when conditions make such action necessary.

ARTICLE 4—This plan shall become operative when ratified by the constitutional authorities of each associated organization.

It was understood and agreed that all organizations should notify the Secretary, E. J. Manion, President, Order of Railroad Telegraphers, Missouri State Life Building, Saint Louis, Missouri, of the ratification of the memorandum by the constitutional authorities of the several organizations.

It was unanimously agreed that the temporary officers should continue to function until the next meeting of the conference, thereupon the conference adjourned subject to call of the temporary Chairman, President Lewis of the United Mine Workers.

Wage Award in Scotland

The award of the National Wages Board in respect of the proposals of the Scottish Railway Companies for variations of the national agreements is of immediate interest, not only to Scottish members, but to those in England. It has been known for some time that there was in contemplation proposals from the English companies, as well as those in Scotland, for considerable variations of the national settlements which govern the various grades in the companies' employ.

Those who have read even that amount of evidence which this journal was enabled to publish will have recognized that the attack of the Scottish companies was of no meagre kind. One may say that the statement of Mr. Mathieson, the general manager of the Caledonian Railway and advocate of the the Scottish companies, that he had been instructed by the directors not to under-estimate the National Union of Railwaymen, and that he did not propose to do, was fully carried out. The time, money, and considerable range of inquiry that had undoubtedly been put in suggested that the Scottish companies determined to leave no stone unturned to upset the National Settlements. It transpired in evidence that special watch had been kept on stations, signal-box working, plate-layers, goods workers, and other grades for at least one day in order to ascertain exactly what amount of "manual work" was actually performed during the day. The statistics brought forward, which showed that at a certain station only 32.71 per cent of actual work was performed, is sufficient indication of the thoroughness with which the case was to be fought.

The companies' proposals have already been stated in this journal, but further reference to them will not be out of place to show the extent to which the Wages Board award meets them.

The proposals on wages were to the effect that a reduction equal to the amount of advance received under the National Wages Board Award of 1920 should take place with retrospective effect from October 17, 1921.

The effect of the "retrospective" proposal, had it been granted, would have meant an average of nearly four pounds sterling per man due to the companies.

The Wages Board Award provides for a reduction to take place, but this is to be determined by the decrease in the cost of living. The next consideration of the cost of living figures takes place in March, and any increase or decrease in wages which may be due only operates as from April 1st. It will, therefore, be seen that no reduction in wages can take place until April 1st, and then only if the cost of living figures permit. An example of how the reduction will operate may be useful. A driver on his maximum rate today receives 98s. per week, or 4s. per week more than his basic rate. The 4s. is subject to sliding scale. Assume the cost of living figure for March is 95 per cent above normal. This will mean a reduction of 1s. from April 1st under the sliding scale arrangement. Now the Wages Board Award just issued also comes into operation, and a further 1s. reduction is to take place, making 2s. in all. No further reduction takes place until July 1st, and then only if the cost of living figures warrant it. Assuming that the July figure is a further five points down, i. e., 90, that means 1s. more off for sliding scale and a further 1s. for National Wages Board. The driver has then reached his basic rate and no further reduction can take place.—*English Railway Review*.

A judge in West Virginia has issued another injunction against the miners. Miners seem to grow fat on injunctions.

"Work hard and look forward" is the advice of John D. Rockefeller to those seeking success, which can be interpreted to mean, "If you haven't any job and cannot work, then look backward." It sounds just as good anyway you state it and means nothing in either case.

Unfair Motion Pictures

The most widespread and systematic advertising of unfair firms ever launched and carried on in the history of the Labor Movement of America is that of the Los Angeles Central Labor Council and Building Trades Council, of four moving picture studios, which locked out every union mechanic in their employ last July, when the latter refused to work a ten-hour day instead of eight and accept a cut in pay ranging from \$1 to \$3 per day. Hundreds of skilled men and women were forced upon the streets, thus adding to the already large army of unemployed. But the four studios which attempted to lower wages and lengthen the workday now realize they made a very costly mistake, as practically every trades unionist in Los Angeles is paying a monthly assessment of 50 cents, the vast sum thus realized being devoted to carrying on the work of sending out information. The committee representing the two councils are sending letters to every National and International Union and every Central Body in the United States and Canada, and to every city throughout the world where there is a labor movement. Letters are being forwarded daily to Australia, New Zealand, England, Ireland, Scotland, Wales, France, Italy, Russia and Germany. These letters request that trade unionists and their friends refrain from patronising any theatre displaying films produced by the following Los Angeles studios:

Goldwyn, Lasky-Famous Players, Realart, William Fox and Universal.

Following are the "stars" employed by the four unfair producers:

GOLDWYN STUDIOS.

Mary Alden	Tom Moore
Will Rogers	James Kirkwood
Helene Chadwick	Ralph Lewis
Richard Dix	Howard Davy
Colleen Moore	Cullen Landis
Pauline Fredericka	

Mary Miles Minter	Gloria Swanson
Constance Binney	Elliot Dexter
Theodore Roberts	Dorothy Dalton
Monte Blue	Betty Compson
Jack Holt	Ethel Clayton
Walter Hires	David Kirkwood
Conrad Nagle	Agnes Ayres
Lois Wilson	Julia Faye
Mildred Harris	"Fatty" Arbuckle
May McAvoy	Lila Lee

UNIVERSAL FILM CO.

Herbert Rawlinson	Eileen Sedgwick
Priscilla Dean	Gladys Walton
Harry Carey	Marie Prevost
Art Acord	Frank Mayo
Hoot Gibson	Miss DuPont

WM. FOX PRODUCTIONS.

Tom Mix	Wm. Russell
Barbara Bedford	Shirley Mason
Eileen Percy	Chester Conklin
Jack Gilbert	Al. St. John
Buck Jones	Clyde Cook
Dustin Farnum	Harry Debbs

FAMOUS PLAYERS-LASKY—REAL-ART.

Wanda Hawley	Wallace Reid
Bebe Daniels	Thomas Meighan

Every person who reads this article is requested to cut out the above list of producers and "stars" and to consult the list before entering a "movie" picture show. If any one of these names appear on the program in front of the theatre on the handbills, the Los Angeles Trade Unionists ask that you do not spend your money on the enemies of labor.

ELECTED ALDERMAN

W. P. Hutchinson, member and secretary of the Board of Directors of the Order of Railroad Telegraphers, was the candidate of the labor forces in the recent election at Moncton, New Brunswick, for alderman from the Second Ward.

Brother Hutchinson had the enthusiastic support of labor and was elected by a handsome majority. He is rendering good service as an alderman and meeting with the hearty approbation of those who urged his candidacy and of his constituents.

Labor Costs and Prices of Coal

(By Ellis Searles, Editor *United Mine Workers' Journal*.)

Newspapers all over the country within the last few days published a statement by J. D. A. Morrow, vice-president of the National Coal Association, that he did not testify concerning retail prices of coal before the Interstate Commerce Commission. Mr. Morrow, however, did state that during the seven months, April-October, 1921, the average cost for labor at the mines was only \$1.97 per ton, and he substantiated this testimony with tabulated statistics. The United States Bureau of Labor Statistics, which collects and publishes the Government information on prices and the cost of living, states in its Monthly Review for January, 1922, that the average retail price of bituminous coal throughout the United States was in October, 1921, between \$10.40 and \$10.41 per ton, so that the fact that the retail price amounted to over five times the labor cost is a fact, whether it comes from Mr. Morrow or from the Government Bureau.

It should also be pointed out that this average price of \$10.41 for October, 1921, is considerable below the prices that have prevailed for some time. For instance, the retail price, according to this Government Bureau, was in October, 1920, \$12.50 per ton, and at this time the cost of labor at the mines was no more (and probably a little less) than it was last October, so it is evident that then the consumer was paying at retail for his coal more than six times as much as the mine workers were getting for digging it out of the ground.

The profits made by the operators during the year 1921 were not excessively high. The National Coal Association states that the average margin (which includes all taxes as well as profits) during the twelve months, was only about 10 cents per ton, but in the few years prior to 1921 the profits were unusual. For instance the vice-president of the Pittsburgh Coal Company, which sells annually from 13,000,000 to 18,000,000 tons, stated to the Senate Committee on Manufactures in January, 1921, that the profits of his company were between 6 and 13 cents per ton during the four years, 1913 to 1916, inclusive, but rose to 81½ cents a ton during 1917, and averaged over 64 cents a ton during the first eleven months of 1920. In 1917 the total cost of mine labor in the Pittsburgh District was, according to the Federal Trade Commission, only \$1.04 per ton, so the profits made by this company over and above all of its expenses were equal to four-fifths of the total wages of the mine workers.

It is well to remember that this same company, the Pittsburgh Coal Company, is one of the very powerful companies that now refuse to meet the United Mine Workers of America for the purpose of negotiating a new wage agreement and is leading the fight against the Miners' Union on the ground that miners' wages are too high and must come down.

RUSSIAN RELIEF

Since the last report of receipts at this office of funds for relief of starving Russians, the following amounts were received from those named:

Previously acknowledged	\$123.23
B. M. Stanley.....	5.00
Adam Hess	10.00
Frederick Von Hatten.....	20.00
Total	<hr/> \$158.23

Practical Engineering, by H. G. Cisin, published by Nostrand and Co., New York, fills a long felt want as a non-technical textbook. It is most clear and complete for a book of its size.

Printers Union in Fine Shape

Secretary Hays, of the International Typographical Union, has punctured the propaganda of the "open shop" employers in the book and job branch of the printing industry that the mortuary and pension funds of the I. T. U. are being dissipated in the payment of strike benefits to some 7,000 members locked out by those employers, who broke a signed contract to put the 44-hour week into effect last May.

In an official statement issued by Secretary Hays, appearing in the February issue of the Typographical Journal, receipts and expenditures since the strike or lockout started are given. When on May 1, 1921, members of the union quit work in those shops refusing to concede the 44-hour week, there was only \$30,000 in the general fund of the I. T. U. available for strike purposes. By referendum vote the 72,000 members assessed themselves 10 per cent of their weekly earnings to create a strike fund. On January 1 this assessment was reduced to 7 per cent, and on March 1 to 5 per cent, which is the amount now being paid.

Before the special assessment funds were made available, the executive officers borrowed \$350,000 cash each from the mortuary and pension funds, a total of \$500,000. This has since been replaced with interest at 6 per cent. Payments of strike assessments by the employed membership for the eight months ending January 20, and expenditures, present some interesting facts and figures, and tell why the I. T. U. in the 70 years of its existence has never lost a national strike. Total special receipts and expenditures from the inception of the strike last May to and including January of this year, are given by Secretary Hays, as follows:

For month ending—	Receipts	Expenditures
May 20		\$ 210,592.07
June 20	\$ 739,107.00	689,765.79
July 20	915,676.53	844,185.32
August 20	972,123.25	765,261.93
September 20	889,456.13	807,371.12
October 20	883,057.47	716,560.06
November 20	1,007,749.99	734,230.00
December 20	920,307.87	715,350.03
January 20	778,884.59	741,535.29
	<hr/>	<hr/>
	\$7,106,362.73	\$6,224,860.56

While the general fund of the I. T. U. amounted to only \$30,000 on May 1, 1921, at the beginning of the strike, it had on January 20, 1922, an unexpended balance of \$1,113,804.10. The mortuary fund is intact with a balance of \$1,269,114.97, and the old age pension fund has \$1,198,054.53.

The total cash balance of the I. T. U. on January 20, 1922, was \$3,597,342.85. In fact, after conducting the strike for eight months there is approximately a million dollars more in the union's cash box than when it began the fight.

The parents or guardian of "The Public" better look after that child. There's a whole lot of shady characters playing with it just now.

Farmers Lose

A snappy little short story unconsciously telling all about how the farmer is fleeced by Wall Street, La Salle Street and the other minor streets, has just been written.

The story is not fiction—it is fact.

It was written by Goodbody & Co., 115 Broadway, New York, members of the New York Stock Exchange, and publishers of a financial letter for the benefit of those who benefit by such things.

This short story, written by this financial house, shows that if the grain raised by farmers last year could have been sold at present prices the farmers would have got more than one billion two hundred million dollars more than the grain was worth at the prices for which more than two-thirds of it was sold.

It is an old story that grain prices generally run highest after the farmer has sold and before the new crop is nearly ready.

But read what Goodbody & Co. have to say:

"The key to the recent strength in the stock market is undoubtedly the rapidly rising prices for farm products. Wheat has risen 40 cents, corn 20 cents and oats 10 cents a bushel from the recent low levels. An average increase of 20 cents on the 5,100,000,000 bushels of grain raised in this country would add \$1,200,000,000 to the purchasing power of our farmers, if all of their grain could be sold at these higher prices. Unfortunately for the farmers but fortunately for twice as many of us who consume farm products, probably not more than one-third of the grain has been or will be sold, by farmers, at these higher prices."

The only difficulty with the story is that the "twice as many of us" have failed to find the "advantage" of the lower prices that prevailed while the farmer was doing most of his selling. The farmer lost and the wage earner lost.

Those who reaped this harvest of one billion two hundred million dollars, and more, are those who merely gamble, who never sow nor reap and who do no useful work on farm or in shop.

Joe Reilly says: "There ain't no such thing as an open shop. There's union and non-union shops, and God help those who work in non-union shops, because He's the only one who can."

A senator objects because Chief Justice Taft is the pet of "society." Senators take so long to find out what everybody else knows. Taft always has been a society butterfly. Anybody seeing him would realize that it was easy for him to fly high.

Of all the bunk that has yet appeared that of the owners of coal mines is the silliest. It appears that they are desirous of cutting down the waste in production by eliminating the excess of miners, not by reducing hours but by lengthening them and telling the miners let-out to get other jobs. What at—shoveling snow?

Ship Subsidy

Provision for breaking strikes of seamen and to imprison alien seamen while their vessels are in harbor, are two features of the proposed ship subsidy bill, according to a statement by the A. F. of L. joint legislative conference, composed of more than 40 trade union representatives.

The trade unionists warn workers not to accept the promises of individual Congressmen or other Government officials that this is not the purpose of the law. "The law will have to be enforced as it ultimately reads," it is stated.

"With reference to the merchant marine naval reserve section it provides for a body who are to be used in case of strikes or lockouts. It can have no other purpose, because the proposed law does not provide any naval training for this proposed merchant marine naval reserve. It also repeals the safety sections of the seamen's act, as far as this force is concerned. In addition to the fact that no training is provided the section provides that men may volunteer, or by order, be transferred from the navy into the merchant marine naval reserve. This merchant marine naval reserve is to take its orders from the Secretary of the Navy, and the orders are to be according to rules and regulations prescribed by the navy department together with the shipping board. A refusal on the part of any reservist to go in such merchant vessel he is ordered to go in will subject such reservist to a naval prison.

"As the section is drawn it will not only prevent the building up of an efficient personnel for the merchant service, but when the facts become known to the young men throughout the country, it will make it very difficult, indeed, to recruit men for the navy. If the men are to join the navy and a strike-breaking force at the same time, they will surely hesitate about joining. This section is so bad that it can't even be cured by amendments.

"The immigration section of this bill is so drawn that the alien seamen will be held prisoners on board of the vessels in the harbors of the United States, and this will apply not only to foreign vessels but to aliens on American vessels. It, therefore, repeals the freedom sections of the seamen's act and it will restore the differential against the United States in seamen's wages that always existed prior to the passage of the seamen's act. The shipping board and some members of Congress to whose attention this has been called, claim that there is no such intention, and express further the opinion that there will be no difficulty in getting it properly amended.

"With reference to these promises it should be remembered that promises made by individual Congressmen or by any bureau or department of the Government, or amendments submitted, even if passed by one of the houses, is of no consequence whatever. The law will have to be enforced as it ultimately reads."

When a bunch of bankers want money with which to buy a railroad the I. C. C. gets busy and "loans" it to them, right now and at once the Labor Board hears those same bankers ask that wages of railroad men, who are expected to work on the road, be reduced 25 per cent, on a Wednesday and grants the request on the following Saturday. If railroad workers want any relief they are heard in January and their request is denied the next December.

Mexican Labor for Peace

Through the development of the Mexican trade union movement it will be impossible hereafter for General This or That to stage a revolution in that country, says Canuto A. Vargas, Spanish language secretary of the Pan-American Federation of Labor, writing in *American Federationist*.

"The almost total absence of bloodshed during the movement against Carranza," says Secretary Vargas, "can be traced directly, without fear of exaggeration, to the activities of the organized workers, whose leaders, in groups of two and three, covered every state of the republic two months prior to the revolution and organized the program which was to be later carried out with such precision and regularity. If I am not mistaken, I was one of the very first persons in the United States, if not the first, to receive personal and authoritative information of what was going to happen in Mexico if Carranza persisted in his obstinate intention to dictate to the country who should be his successor to the presidency.

"And it is for the reason that the Mexican people are in sympathy with their present government, and support its policies, domestic and foreign, that I say the impending revolution, of which we have been reading in the American dailies, is a fabrication."

What with Ki Yi and Rotter clubs, chambers which choke commerce and boards which strangle trade, all "working 'The Public,'" the poor thing isn't getting much rest.

The reason the king idea is dead, is because the king arrogated to himself all power and assumed the attributes of Divinity, and judges are following after the kings.

A judge will sooner or later issue an injunction restraining Congress from passing an act and the president from signing it. Usurpation feeds on usurpation and arrogance on arrogance.

Dr. F. A. Ratliff, assistant medical director of a sanitarium in Ohio, says: "Feeble-minded persons often are useful because they contentedly will do unpleasant work that no one else likes to do." So that's it, is it?

The Real Estate Exchange of St. Louis, composed of rent profiteers, wants to fix wages of building trades mechanics. The Chamber of Commerce, Rotary and Ki Yi clubs are also butting in. Everybody who does not work seems to be anxious to fix the wages and hours of those who do.

Liars Who Cannot Figure

Occasionally, if not oftener, some speechmaker for the Association of Railway Executives says something—and usually what he says is false. Several of such spellbinders have been announcing the fact that wages now paid railroad employes are 120 per cent higher than they were five years ago.

The facts in the case are produced in the following article and also is set forth the result of a little excursion into and through some railroad figures, which excursion proves that liars who figure can neither divide, add nor subtract.

The Association of Railway Executives is again propagandizing the country with printed matter, addresses by paid speakers and through editorials in newspapers controlled either in whole or in part by those friendly to railroad management.

Recently in Boston, Minneapolis, St. Louis and other cities, gentlemen representing the association have delivered themselves of statements concerning the wages paid railroad employes and all those gentlemen have made the same speech—which speech has been broadcasted through radio telephone service and newspapers.

In every instance the speeches have as their motif the high wages paid railroad employes and the necessity for a reduction before freight rates can be reduced. In none of those speeches is there made a definite, set promise that freight rates will be reduced to conform to prospective reductions in wages. The impression is, among those who hear or read the speeches, that when wages are reduced—if they are—then freight and passenger rates will be reduced. It is only an impression, though, based upon the clever wording of the statement that "rates cannot be reduced until wages are reduced."

Wages have been reduced some twelve and a half per cent, but rates have not, and the sentiment expressed by the Indian should be the sentiment of the public in connection with reduced rates. His opinion was expressed as follows: "White man fool Indian once, white man's fault. White man fool Indian twice, Indian's fault." If the public is again fooled by the specious pleadings of railroad managements, the public will be at fault.

When it comes to an examination of some of the statements made by representatives of the Association of Railway Executives, then comes wonder. Wonder as to why men will deliberately misstate and distort facts and the wonder grows when we consider that the misstatements are publicly made.

Only on the supposition that those making deliberate misstatements are able to "get away with anything," or that they consider those who listen and those who read, incapable of thinking—can such gross misstatements of fact be understood.

In Boston, a Mr. Barron; in Minneapolis, a Mr. Dunn, and in St. Louis, a Mr. Dillon, state that "The average wage per hour of railway employes is now 120 per cent more than it was five years ago," yet the United States Railroad Labor Board, in Report No. 3 issued October, 1921, produces accurate, official figures showing that the wages paid are now but 59.2 per cent higher than in 1917—five years ago. These

figures also show that at the highest wages ever fixed (1920), wages were but 81.3 per cent higher than in 1917.

Surely the gentlemen now making speeches for the Association of Railway Executives, must know of Report No. 3 and the figures therein contained. If they do not, then they are not sufficiently acquainted with the facts to talk on the subject of wages paid railroad workers.

It may be said that those figures are not based on "hourly wages" and, therefore, are not to be considered as disproving the statements made by the gentlemen representing the Association of Railway Executives. In answer to that it can be said that hourly wages can only be guessed at and the term "hourly wages" is not and cannot be used as a basis on which to fix the percentage of increase in actual wages. There was no such thing in 1917 as "hourly wages." Conditions were such that, for large numbers of employes, no hourly wages were established. If, however, we admit that there can be found such an hourly wage as a basis from which to deduce the per cent of increase, the only place to discover it is in that same Report No. 3 of the Railroad Labor Board.

AVERAGE WAGE PAID IN 1917.

In that report is set forth the average daily wage paid in 1917, which was \$2.88 (note the fact that, from the figures given to the Interstate Commerce Commission by the railroads themselves, the "profiteering," "watered labor" average daily wages of all the railroad employes in this great land in 1917 was less than \$3 per day). The figures for 1922 show that the average daily wage for all employes is \$4.54. That shows an increase in average daily wage of 58 per cent, which is just 62 per cent less than the 120 per cent alleged to be the increase in wages of railroad workers.

If we take the Interstate Commerce Commission figures, covering the wages and salaries paid all employes and officials—including all officials from presidents of roads down to minor officials for 1920—we find that the average monthly payment to all wage workers and officials for that year of the highest wages ever paid was \$155.90. Compare that with the actual figures for 1917, \$77.97, and we find an increase for 1920 over 1917 of only a little more than 100 per cent. That is an altogether illogical and unfair way of arriving at a percentage of increase in wages, because included in the total for 1920 is, as noted, all salaries of all officials, and some of those salaries run into the hundred thousand for certain officials. Yet, following that illogical and unfair method we do not reach 120 per cent increase.

The figures produced by the United States Railroad Labor Board are the only actual figures concerning wages of railroad workers, and those figures set forth that the present wages paid railroad employes are only 59.2 per cent higher than those paid in 1917. Therefore, the 120 per cent so glibly stated as true can only be considered as true in an imaginative way.

A YELLOW SHEET.

A little excursion into some railroad figures may be of value as illuminating, and thus showing, the ability of those who figure for the Association of Railway Executives, their adeptness at finding that which is non-existent and proving thereby anything they desire to prove. The little journey we are about to make is to be through a yellow colored one-page leaflet printed in black and reminiscent of a flag that was taboo some few years back. That leaflet was issued March 15th of this year and is as follows:

"From Association of Railway Executives, 61 Broadway, New York.

What the Railroads Could Have Saved in One Month by Paying no Higher Wages Than Those Paid in Other Industries.

Estimated total savings of \$27,000,000 in one month (October, 1921) might have been made on the railroads of the United States, had the same rates

for labor paid in outside industries been paid by the railroads in the 66 comparable classifications of labor (outside of train and yard men), listed by the Interstate Commerce Commission. This statement is based on information just compiled by the Bureau of Railway Economics from data gathered by the Bureau of Information of the Eastern Railroads.

The results are derived from investigating the wage schedules of more than 3,700 industrial plants other than railroads in 988 communities of the eastern territory, and applying the hourly rates in these outside industries (both as to straight time and overtime*) to the hours actually worked on the railroads by the 68 comparable classifications of labor.

The basic figures of operation for the Eastern Railroads are from Interstate Commerce Commission reports and cover payment by straight time (pay by the hour for a regular day only) and straight time plus overtime.

The total straight time pay was \$112,822,497 on the Eastern Roads for 187,240,234 hours of work.

On the eastern roads the average straight time rate per hour was 61.3 cents.

The average rate per hour in outside industries was 46.8 cents.

The amount paid per hour by railroads more than the outside industry rate was 14.5 cents.

When overtime is taken into account the average rate per hour on the Eastern Railroads was increased to 61.6 cents, the total compensation was increased to \$119,392,720, and the total hours to 197,359,263.

The Month's Saving on Eastern Roads Only.

Applying the above data to the actual operation for the month of October, 1921, the savings on the eastern roads alone would have been as follows:

Straight time only.....	\$11,423,487
Straight time plus overtime.....	12,255,006

The Month's Savings for All Class 1 Railroads.

In the occupations affected, the Eastern Roads' pay roll is about 45 per cent of the total for the Class 1 railroads of the United States.

The data applied to all Class 1 roads of the United States would have resulted, for the same month, in savings as follows:

Straight time only.....	\$25,227,697
Or, straight time plus overtime.....	27,015,180

The railroads have maintained that only by some such savings as are indicated above is it possible to make general reductions in rates.

*The overtime on eastern roads amounted to only about 7 per cent of the total hours worked."

FULL OF ERRORS.

Attention is called to the fact that the leaflet is issued by the same Association of Railway Executives that issues Messrs. Barron, Dillon and Dunn and that the evident purpose of the leaflet is to make the readers thereof feel confident it is a correct and absolutely truthful statement of a fact. The cock-sureness of it is so strikingly and loudly apparent that it tends to prove itself. Notice how casually and indifferently millions are flung at the head, or is it eyes, of the readers, how confident are the predictions made, the apparent sincerity of purpose and altogether mathematical certainty of utterance, and then go along as we examine it.

To the right you will observe the figures 61.3 cents. Note them carefully and note further that a pupil in the seventh of eighth grade at school who had found that "61.3" as the result of the division of the "total straight time pay" of \$112,

822,497 by the total number of hours worked, 187,240,234, would have been sent back to get the right answer, namely, 60.3 cents. The error made by the railroad "mathematician" only amounts to one cent, but that one cent, when it reaches the total for all the roads in the eastern territory makes a difference of \$1,872,402.34 and reduces the total of \$11,423,487 to \$9,551,084.66. But, then, what is two million to a railroad figurer?

Proceeding, attention is called to the fact that, if \$11,423,487 is 45 per cent of a total, then that total should be \$25,385,526.66 and not, as the railroad "mathematician" has it, \$25,227,697. Again, what is a mere 100,000 among those who figure for railroads?

Getting farther along, attention is called to the fact that, if \$12,225,006 is 45 per cent of a total, then that total should be \$27,233,346, and not, as the railroad "mathematician" shows it, \$27,075,180. But, then, "What is the odds if you are wrong?" says the railroad sleight-of-hand man, "The boobs won't know the difference."

The result of the little excursion is to prove that "things are not always as they seem," and that the railroad propagandist has got by with so much that he is absolutely careless regarding any statement he may make. Irresponsibility is his first and middle name. He will utter any statement, no matter how grotesque it may be and "gets away with it," because very, very few go to the trouble of examining or analyzing statements made by writers and speakers for the Association of Railway Executives.

STATEMENTS AT VARIANCE WITH FACTS.

It may be taken for granted that any statement made by or for the Association of Railway Executives is to be discounted. They are so in the habit of over-stating claims; are so thoughtlessly irresponsible, that not even the administration will believe them, in witness whereof, attention is called to the following statement appearing in the *Railway Age*, bearing date of October 8, 1921. That statement reads:

"Announcement was made at the White House on October 4, following a conference between the President and Director General Davis, that up to October 1st the amount of claims on final settlement adjusted aggregates \$387,017,099. The mileage for which claims have been settled is 90,944 miles, or 47,907 per cent of the mileage of all roads that have filed claims, and 37.705 per cent of the total mileage of all roads under Federal control. The amount paid in settlement of these claims is \$117,715,840, or 30.416 per cent of the amount claimed."

Those claims were for amounts said to be due the roads arising out of Government control, and on final settlement, after due and complete investigation by the Director General of Railroads, James C. Davis, the roads have been entirely willing to accept in final settlement, 30 per cent of the amount claimed.

In other words, the claims submitted were 70 per cent in excess of the actual amounts due, and is convincing evidence of the fact that railroad managers and officials are more than prone to greatly over-estimate and over-state.

As evidencing the manner in which "percentages," "ratios" and other diverting and diverse elements that figure in and out of railroad calculations are produced, attention is called to the official report of the hearing before the United States Railroad Labor Board dated March 9th, 1923. On page 284 Mr. John G. Walber, representing the managements of the Eastern roads, is reported as follows:

"Those figures (referring to certain figures presented by him) were just run through the computing machine and thrown into these totals."

Could anything be more illuminative of the way railroad managements handle figures?

An Exploded Theory

Another superstition has been exploded. "Scientific management" as a method of extracting the maximum amount of work from the human machine, with the minimum of wear and tear, is proved to be unscientific.

The second annual report of the Industrial Fatigue Research Board has just been published, and the medical correspondence of the *Times* becomes quite lyrical because the report proves that the worker is happier if he is treated as a man and not a machine.

It appears that modern scientific industrialism, in treating the worker as a machine, has made a mistake. In trying to speed-up the movements of the worker to keep pace with the machine, in making him as much as possible an automaton and forcing him to keep up a steady hour-after-hour pace, the employers have defeated their own ends. Their methods have wasted the workers' energy without increasing output, and have driven the workers to revolt against the soulless monotony of industry.

Movements Are Necessary.

The system which aimed at reducing the muscular movements of the worker to a minimum, and sought to eliminate what were called "superfluous movements," in order to conserve the worker's energies, was called scientific management. The efficiency experts studied carefully every movement of the man on the job, and showed him that his way of doing it was wrong; his movements were "unco-ordinated," some of the gestures and postures and swing of his body were unnecessary, and wasted energy.

The efficiency experts taught the worker to adopt a quick to-and-fro movement, to swing his body, move his hands, and step to the rhythm of the machine; they showed him by diagrams and cinema films run off slowly that some of his movements were waste motions; and in some cases they actually "eliminated" a score or so of superfluous gestures indulged in unthinkingly by a worker engaged in a complicated operation.

And now it is proved that these superfluous motions were not superfluous! The unnecessary gestures are necessary; they are nature's way of resting the muscles, and if the worker is forbidden to indulge in them he loses elasticity and speedily becomes fatigued. A rigid to-and-from movement is possible only to machinery, and men are not machines; muscular movement always follows a curved and not a straight line.

The Dancing Girls.

The writer in the *Times* comments on the curious behavior of the girls working in a confectionery manufactory, dipping sweets. It was noticed that the girls during the process worked with a sort of dancing movement and performed motions with their hands which (he says) "might almost be described as gestures of ornamentation." The motions were useless as far as the work was concerned; yet it was difficult to get the girls to abandon them, because "in some mysterious way these 'graces' assisted their toil, sweetened it, and made it easier."

So experiments are going to be made to see whether the speed of the machine cannot be adapted to the natural rhythm of the workers, instead of forcing the worker to adjust his movements to the pace of the machine. The natural rhythm of the human body, even the apparently unnecessary flourishes, superfluous gestures, instinctive motions and postures, which "scientific management" seeks to eliminate, are to set the pace of the cogs and driving wheels; the slave of the machine is to become its master.

Output and Fatigue.

Employers may secure a temporary increase of output by "scientific management" and the adoption of "speeding-up" methods, but the methods are physiolog-

ically wrong. They lead to muscular fatigue and mental reaction, which tell very quickly upon output.

By forcing a mechanical rhythm upon the worker and denying his body the physiological repose which nature secures precisely by those "superfluous gestures" and waste movements, fatigue is brought on first in the small muscles, then in the trunk of the body, and ultimately in the brain and nervous system. The result is a fagged and spiritless worker, prematurely aged, worn out before his time.

And the employer will want to replace him by a younger and fresher worker, who will soon be reduced to the condition of his predecessor if the same relentless process is followed. The community which has not the wit to see that the industrial system which tries to turn men into machines is a system that does not "pay," even in the economic sense, bears the burden of maintaining the victims of "scientific" methods that are wholly unscientific.—*British Labor News Service.*

MAILING LIST.

Our mailing list has been revised as of April 1st and only members with dues and assessments paid to June 30 or beyond are shown thereon.

Members delinquent in either or both departments will be restored to the mailing list upon payment of dues and assessments for the period ending June 30th.

HOW TO SEND MONEY.

In sending in remittances to cover dues or other payments, please do not send silver or gold currency, except in registered packages. We receive numerous complaints from those who send money in the mail as to non-delivery of same and find that often the cause of the complaint can be found in the putting of coins in envelopes for transmission through the mails. The postal authorities object to that method of sending money because of the chance to lose coins through envelopes breaking, and we, for your protection, ask that you use either express or postal money order when paying dues or making other payments.

PRESIDENT MANION'S FATHER DIES

On Sunday, April 9th, President Manion received word that his father, John Manion, had died at his home, Derby, Conn. President Manion immediately left St. Louis to attend the funeral.

John Manion was eighty-five years old and a retired employe of the New York, New Haven and Hartford R. R., having been in the service of that company for over forty years.

The funeral was attended by fellow employes, friends and the general public, who attested the respect and affection in which John Manion was held by those with whom he had served and the community in which he had lived.

Our National Weekly

During the year 1921 The Order of Railroad Telegraphers more than held its own among the other railroad labor organizations in securing subscribers to *Labor*, the weekly official newspaper published at Washington, by the Standard Railroad Labor Organizations.

In all things that we do concerning the movement of labor, we must be, if we would succeed, informed, and well and truly informed. Also must those of the workers not employed on railways be furnished facts and information that will enable them to understand our situation and that which also confronts them.

After the deluge of lies, half truths and misrepresentation that has flooded the country during the last few years, comes the cry for truth from all classes of men. The farmer, business man, professional man and wage worker—all are tired of the rain of viciously false and brutally untrue propaganda that made of the country a morass, in which men flounder seeking some solid foundation on which to stand.

It is our proud privilege to lead the way to that solid ground of economic truth where men may stand and look out over the devastation caused by those who lied and ruled, and the route to that ground is being pointed out each week by your paper, *Labor*, to all who read.

See to it that you subscribe to *Labor* and renew your subscription if it is about to expire, so that you may continue to be informed concerning the events of the day and truthfully and accurately informed. After you have done that, see to it that your neighbors, whether they be farmers, business men, preachers, lawyers, doctors, school teachers or wage workers, also become subscribers.

If you send in subscriptions through your Local or General Chairman, or General Secretary-Treasurer, the price is \$1.50 per year, each local and system division being granted the club rate. You can send subscriptions, accompanied by the necessary amount, direct to *Labor*, Machinists' Building, Washington, D. C., giving the name of your Local or General Chairman or General Secretary-Treasurer so that you may be enrolled at the club rate of \$1.50. You can send in through your Local or General Chairman, or General Secretary and Treasurer, the subscription of your neighbor at the same rate.

Ministers of the Gospel, of all denominations, should be urged to subscribe. In many localities, a number of railroad men get up a fund and subscribe for all clergymen in those localities and they find that as a result of their donation to that good work, many clergymen are learning the truth concerning labor's struggles, and giving expression to it in sermon and talk.

If we expect to win our battle against injustice and wrong, we must see to it that those who suffer from that same injustice and wrong, know it as it is. The only way they can acquire that knowledge is by being informed—the best way to secure that information is to read *Labor*, your paper.

Economists and Ghosts

Economists of these days are not the narrow-thinking kind that pestered the world at other times. The dry-as-dust collector of facts and figures of yesterday, who confined himself to consideration of actual, visible and tangible events and the conclusions to be drawn therefrom, has given place to the metaphysician who deals in emotions, ideals and psychology.

The modern political economist does not take into consideration, when arriving at a conclusion, the study of known and located events and statements of fact. No more does he indulge in the pleasant and profitless sport of examining facts in reference to the effect of those facts upon other facts and the conclusions to be drawn from such examination. All the hard-headed, hard-thinking economists so respected by business men a few decades ago, are gone—sloughed off in the maelstrom of war—and their duties are now performed by idealologists who study the psychology of the unattainable and approach the attitude assumed by "advanced" thinkers towards disease.

The Real Situation.

We have reached a situation that the old-time, hard-headed economist would declare arose out of the following sequence of events, which said hard-heads would present in this order.

During two years of war the workers of this land were employed to a degree never reached before. Unemployment was, to all intents and purposes, abolished, and those who worked received a wage that allowed them to approach a decent standard of living. Not alone were daily and hourly wages nearly as high as those of 1890—prices of commodities considered—but men and women worked full time and overtime. To all of that add the fact that some four million men, of an age that made for great ability to produce, were arbitrarily taken out of the ranks of producers and put into military service, and that all the time they were in such service they were consumers only—not producers, but destroyers, of wealth.

With all of that went an increased development of machinery and implements, whereby the productive ability of all engaged in manufacturing industries, was increased many fold. An increase in the production of manufactured articles in all lands occurred—Brazil, for instance, increasing the number of spindles for the manufacture of cotton goods 1,400 per cent over the number in use in 1914. Egypt, Africa, Asia, by forced growth, entered the field of manufacture and began producing supplies needed by the armies at the front—not solely natural or agricultural products, but manufactured articles.

In all those lands, as well as in Europe and this country, agriculture developed and the yield of field and farm increased. With the end of the war the men in camp and at the front were rapidly demobilized and put back into the ranks of those seeking employment. The forces working in shipyard and munition factory were turned out to seek work in other lines. In all countries the like happened and all along the line the purchasing ability of the people was lessened. The amount of money received as wages gradually decreased, which resulted in less money being spent, which, again, caused more workers to be put out of a job. To that add the lessened purchasing ability of workers in all the countries of Europe and the other continents with which we trade.

As a final result of all those happenings came unemployment for millions of

workers in this and other countries and the looming up of bread lines and soup kitchens.

Buyers' Strike.

Did the modern economist analyze the facts as above? Did he follow in the footsteps of his predecessor—the matter-of-fact gentleman who, after analyzing, would point out that unemployment was the result of “overproduction” and that men must remain unemployed until the surplus was exhausted? He did not. He told the world that the sole cause of all the trouble was a strike of buyers. According to him, everybody had money in large amounts, but were too darn stingy to let loose of it.

Some wise ones began doubting the existence of a buyers' strike, and Mr. Economist found another ghost on whom to lay the blame. This time it was High Prices, and until he was brought low the world must suffer. Mr. Economist advocated that all hands turn to and work harder, produce more and thus have more. He pointed out that the world was suffering from a scarcity of goods, houses, manufactures and food, all of which must be produced in ever greater amounts if the world would get back to “normal.”

Worker and farmer, listening to the “economist,” worked harder, and the result was and is bankruptcy of business men, pauperization of farmer and unemployment in greater degree for workers.

All the ghosts produced by Mr. Economist have been laid by the exposure of facts, yet as fast as one ghost is laid the “economist” produces another. Babson, chartis, Forbesitis, Spillaneitch, Around the Cornersky and Buckupavitch, are the latest ghosts the “economists” have discovered, yet the conditions the other ghosts are said to have made still exist.

What's the Idea?

The idea is to prove to the world that what was needed was the taking up by business men of brains and ability, of the teaching of real political and other economy. Business men are noted as idealists, intellectually acute and mentally strong. Heretofore some learned fool has always balled up a situation such as now exists by asserting that the ills of the day could be found in perfectly natural and inexorable facts, easily adduced and deduced—to be always recognized and never denied, but this time no such fool as that was to be allowed to ball up things and get people in the habit of seeking a remedy along perfectly natural lines. Therefore, “psychology” and the ghosts of Buyers' Strike, High Prices, High Wages and Around the Cornersky.

Panics are not the inevitable result of economic causes—they are a state of mind, say they. You ain't out of work, you just believe you are. All you have got to do to relieve that condition is to say and say again, that it doesn't exist, and it won't exist. If you starve to death saying it, that's your fault—you should not die until you were convinced your belief was real.

In economics we have at last gained the pinnacle of thought reached by the great minds who have, in the realm of pure speculation, proven that nothing is or can be. All hail to the great intellect of business and its master minds that prove so conclusively the nonexistence of a panic by showing that no business man believes such a thing can be, and that all that is necessary is for the common thinking lesser minds to “line up,” “buck up” and “think up,” to have all troubles, worries, hungers, fears and woes fade away and die. They are but hallucinations.

The purely natural and fact hunting, loving and worshiping stigma that has aforetime attached to economists and business has at last been removed and the business man now moves up into the ranks of the supernaturalists and metaphysicans. No more are they groveling diggers in the ground of fact—they have emerged from the caterpillar and grub into the glorious butterfly that soars into the opulent and magnificent blue of perfected fancy.

A Call to Action

As chairman of the Chicago Conference for Progressive Political Action and of the National Committee created by the conference, I beg to make the following report to delegates and persons in sympathy with the ideals that brought the conference into being.

PLEASE GIVE THIS SERIOUS CONSIDERATION AND ACT UPON ITS SUGGESTIONS.

1. The conference was called to bring about the effective co-operation of the progressive forces of the country for political action.

There were 150 invited delegates at the conference. They represented farmers' organizations, labor organizations, and the public. There was complete unanimity in the discussions and in the plans for action. It was the general belief that a permanent movement had been created, full of possibilities to the nation's producers.

Reports of the Committees on Principles and Organization are inclosed.

2. The conference agreed that the time was ripe for progressive political action, but that the organization of a new party should await developments. Immediate political action was urged upon the individual states. Responsibility was placed upon the progressive forces in the several states to create congressional, state, and municipal organizations, and to work out policies and programs adapted to local conditions, but in conformity with the general principles agreed upon by the conference. The National Committee was created to aid and co-operate with the local committees, rather than to direct and control their organizations and policies.

The National Committee has opened offices in the Machinists' Building, Washington, D. C. The committee will later prepare bulletins based upon suggestions received from the states as to declarations that may be incorporated into the state platforms and questions to be submitted to candidates.

3. The initiative in calling state conferences should be taken by joint action of the progressive farmer and labor organizations. They should invite delegates from the Socialist Party, the Farmer-Labor Party, the Non-Partisan League, the Committee of Forty-eight, the Co-operative Organizations, single-taxers and other progressive groups and progressive individuals within the community. In order to keep your state conference from being packed or stampeded, it would be wise to admit as delegates only those to whom invitations are issued and others who may be certified as bona fide delegates. Possibly a card of admission should be required.

4. THERE WAS COMPLETE UNANIMITY IN THE CONFERENCE THAT:

The farmers and workers must rely on themselves. They form a national political group. They have common economic needs. They have been betrayed by existing parties and must work out their own salvation.

This has been proved by experience in America and in other countries. Wherever the farmer and the worker have gained political recognition, they have gained it by mobilizing and exerting their own power.

5. The immediate recommendations of the National Committee to the delegates who attended the conference and to persons in sympathy with its policies, are as follows:

(1) Organize your States, Congressional Districts and Municipalities. Where a satisfactory progressive organization exists, join in and co-operate with it. Where no such organization exists, take steps to call a State Conference. Join hands as farmers and workers. Enlist liberals and radicals.

(2) After you have perfected your organization, great care and deliberation

should be exercised in the formulation of a platform and in the selection of candidates.

(3) In the selection of candidates, nominate and elect men who are fundamentally in sympathy with you, rather than men who have to be coerced by fear or favor. Where possible select men trained in the co-operative movement, in the farmers' organizations and labor organizations.

Bear this in mind: those who produce wealth are far more likely to be reliable than those who are non-producers. You have been betrayed in Congress, and in the States, by bankers, business men, lawyers and editors. They control our legislative and political agencies. Beware also of the professional politician who trades on a union card.

(4) In many states the best results will be secured by nominating genuine progressives in the primaries of the dominant parties. A careful survey of the political situation within each state and congressional district should first be made.

Party primaries are held from April to September. Many are held in June. When candidates are to be supported in the primaries, they should be pledged in writing to specific legislation. Ask the candidates to appear before your organizations. Have delegates call upon them. Prepare printed questions on subjects vital to you for submission to candidates.

BETTER STILL, NOMINATE AND ELECT FARMERS AND WORKERS OF YOUR OWN CHOOSING.

(5) When action within the old parties is futile, organize independently. It is often better to lose as independents with a square-cut issue than to lose as you have lost in the past by wasting ballots on men who cannot be trusted.

(6) In the opinion of the committee, the paralysis of America is directly traceable to the conspiracy of bankers and speculators to deflate the farmers, and a similar conspiracy of bankers and big employers to crush Labor. They have destroyed the purchasing power of these groups. They have used their political power to extort oppressive railroad rates, and misuse the Nation's credit. They have declared war on the producing classes and brought America to its present industrial crisis.

(7) The next Congress should have at least one hundred men committed to the interests of the producers. They should form a producers' bloc. They should be men who are themselves producers. Workers should be elected from industrial districts and farmers should be elected from farming districts. Each group should make some concessions in the common interest.

(8) Please inform us of every step you take. Send us the date of your conference; the names of officers and committees selected. Advise us of the names of candidates endorsed or nominated. Send platforms and declarations, principles and full reports on your activities.

This is a call to action. Organize now. Harmonize differences. Where necessary secure the withdrawal of competing liberal candidates from the field. The wrongs you have suffered from the exploiting interests during the past two years and the rapacity with which those interests have sacrificed the Constitution and the rights and liberties of America in their greed for power, is proof that those who labor must rely upon themselves.

Yours for action,

WM. H. JOHNSTON,
Chairman.

FRED C. HOWE,
Secretary.

Irish Hold Eight-Hour Day

Railroad men are concerned with and about matters that affect railroad men in this and other countries. So-called newspapers do not publish news such as that of the successful efforts of railroad workers in Ireland, North and South, to maintain the eight-hour day. The Railroad Telegrapher aims to give you news—real news—of happenings among railroad workers, and in furtherance of that aim there is here reproduced an article from the Railway Review, of London, England.

The final negotiations in regard to Irish railways came to an end on the 17th of February.

The circumstances which led up to these negotiations and the various incidents connected with the whole of the proceedings are worthy of brief review.

Previous to the decontrol of the Irish railways, the Irish managers gave notice to their employes that on August 15th, 1921, the date of decontrol, it was intended to put into operation certain reductions in wages, amounting roughly to about 18s to 20s per week, and to reintroduce a ten-hour working day on all Irish railways, and in some instances a twelve-hour working day.

The case was immediately challenged by the Irish railwaymen through the N. U. R., and the Irish Council was called to London, together with the managers, to try to effect a settlement, and meetings were held in London and in Dublin, but the Irish managers were determined that their proposals should be put into operation, and taking advantage of the very delicate political situation in Ireland (the truce had just been arranged) and well aware of the patriotism of the Irish railwaymen, and their earnest desire not to hamper a possible settlement of the Irish question, they (the managers) decided that then was the most opportune time to launch their campaign to lower the standard of living of the railwaymen and of labor generally.

Then came the question of the £3,000,000, the amount granted to the Irish railway companies by the Bill of 1921, and the N. U. R. decided to block the bill in Parliament through Mr. J. H. Thomas, if the managers insisted on their scheme, and in order to get their bill passed the managers decided to allow the whole question to go to arbitration.

Strike Avoided.

The railwaymen decided that rather than jeopardize the political truce by a national strike, they would agree to this procedure, a thing they would never have allowed to take place had the political situation been normal, and it was for this reason, and this reason only, the Irish railwaymen ever agreed to any question of arbitration on the eight-hour day.

An arbitration court was immediately set up under the chairmanship of Mr. Carrigan, K. C., and for nine days the case of the Irish railwaymen was ably argued by Mr. J. H. Thomas in an open court, and evidence was called from every grade in the service. A powerful and eloquent closing speech was delivered by Mr. Thomas. For days afterwards the tribunal continued to sit in private, and the case was again ably put by J. Gore (Esq.), R. Hennessy (chairman, Irish Council), and J. Bermingham (Irish secretary).

The award was a foregone conclusion, and was, in effect, exactly what the companies had proposed. The eight-hour day was gone, and almost all other con-

trol conditions with it. But the Irish railwaymen were determined that, award or no award, they would never give up the principle of the eight-hour day, and the political situation having been considerably eased by the advent of the treaty, they at once determined that unless the eight hours and conditions were restored a national strike would be called.

Endurance Limit.

Then came the Carrigan award on wages which confirmed the 6s out of August and provided for further reductions by the sliding scale, although raising the stop rates, and the endurance of the Irish railwaymen reached its limit.

The Irish Council was called together to consider the position, and a circular was issued from that body calling an unofficial strike for January 15th, unless the Carrigan awards were withdrawn. Official sanction for their action was asked for, no official sanction was granted, but the Irish Council were just as determined as the Irish railwaymen, and decided that sanction or no sanction the strike should take place.

Then the Governments of Ireland North and South were informed of the position, and through their intervention, and on the promise of a Government inquiry into the whole question within a month, the Irish Council agreed to postpone the strike, provided the hours and conditions were not interfered with, and only the wages award should operate. This was only to be as a temporary measure. The Government agreed, and issued an order to this effect.

Agreement Reached.

Further meetings were immediately arranged between the managers and the Irish Council, and negotiations were again opened up into the whole question of both hours and wages, and continued for almost the entire month, when, as already stated, an agreement was reached which covers a period of six months till August 15, 1922, which maintains the principle of the eight-hour day and practically all the standardization conditions, together with a refund of 4s per week, and abolishes the sliding scale.

The majority of Irish railwaymen are justly proud of this great achievement, which places them in a superior position to their brother railwaymen in Scotland.

Tributes to Leaders.

A tribute is due to Mr. Thomas for his eloquent appeal on behalf of the Irish railwaymen, both in Dublin and again in London, but it is to Bro. Joe Gore, E. C., that the Irish railwaymen owe special gratitude for his untiring patience and unfailing energy, his masterly grasp of every phase of the negotiations, and his enduring loyalty to the great cause, in face of every opposition both from outside and from within; and Irish railwaymen will never forget that it is first to Bro. Gore and then to his loyal comrades on the Irish Council that a strike, which might have been an appalling catastrophe to Ireland, was averted, and an agreement arrived at which is a distinct and absolute victory for railwaymen both in Great Britain and in Ireland.

A sweeping Government inquiry is to be set up immediately, and the whole question of railway administration is to be gone into, when it is hoped the wholesale wasteful system of administration and management on the railways of Ireland will, like the Carrigan awards, be scrapped for ever, and a useful and economic method of working will be introduced which will ensure decent conditions of living for the railwaymen and a large degree of prosperity to the country, so urgently required at the moment.

How easy it is for a millionaire, with more income than he can possibly spend, to tell workingmen they are getting too much money and working too few hours.

The Station Agent

Have a little sympathy for the railroad agent.

For, according to John Glasgow, Santa Fe official, the small town railroad agent is the hardest worked man in the world, barring none.

Directly responsible to 11 bosses, the duties of the agent are sundry and arduous, sleeping and eating when he can, and yet on top of it all many survive. Some of the biggest railroad men in the country today made their start as agent in some small town out on the line.

You see him when you're traveling through a small town, standing out on the railroad platform, a bunch of shipping manifests and passenger tariffs clutched in his hand, watching the train go by. But don't think that he's loafing then.

One of the duties of the railroad agent is to see that every train passes through his town without a hitch and before the observation platform of your train is out of sight, he sent a message to the dispatcher giving the train's time, to show whether it is running on schedule, and a number of other details.

In the first place, the agent is hired and fired by the superintendent of the division, in charge of the operation of trains. All details of keeping the track, station or any other equipment in repair in the agent's territory must be taken care of by the latter.

And after the superintendent, the agent is responsible to the general passenger agent, who nags him to get business. Next is the general freight agent, who nags him both for new business and also to direct the handling of freight cars being loaded or unloaded in his territory. And then comes the auditor, who never ceases checking up on stray pennies collected for passenger tickets, for freight, baggage or other railroad charges. The general baggage agent also has a few words to say when it comes to telling the poor agent how to keep busy.

The agent is not bothered much by the telegraph superintendent, but the same is not true in the case of the trainmaster and the dispatcher, who "advise" and "query" concerning every piece of moving railroad equipment down to the most wornout handcar that is anywhere within hailing distance of his station.

Even the industrial agent, who seeks new business in the form of warehouses and factories near the company's line, thus securing their freight business, is on the trail of the down-trodden agent to help in urging the owners of a rock crusher or a cannery to build on the railroad's line.

The special agent tells him to investigate car thefts, damage to company property and chase tramps, and the roadmaster orders the agent to personally see that each keg of bolts sent out to a section gang is delivered.

In short, the life of the railroad agent in a small town is just one thing after another, eating his supper in bites and jumps and after he has gone to bed in a dizzy whirl, he is forced to rouse up out of a deep sleep to go out and flag a train.

Who does the agent boss? Sometimes he has a clerk and a telegraph operator to give orders to, but more often he handles these duties alone.—*Los Angeles Herald*.

If you want to be prepared, you must be armed. Read *Labor* and be armed with facts for use in that next argument you have with the one who knocks railroad workers.

Newspaper writers are commencing to show signs that they are tired of being asked to tell foolish lies for railroad executives. Apparently they are not tired of telling lies, but they are tired of being proven liars—and by the railroad executives themselves.

Twentieth Year For C. T. U.

The C. T. U. A. is now in the twentieth year of its existence. Twenty years ago the Commercial Telegraphers of the United States and Canada were aroused from their apathy by dangers that confronted them and, realizing that their only hope rested in organization, got together in various parts of the country under the banner of the Brotherhood of Commercial Telegraphers, the International Union of Commercial Telegraphers and various organized unattached bodies that were later amalgamated into the C. T. U. A.

The doubters and the skeptics of that day, like those of the present, looked askance at the movement and made many predictions that have never been fulfilled, such as declaring that the workers would not stick together and all the other stock phrases that are encouraged by the employers for the purpose of keeping the workers apart. Despite this fact, there were enough men and women with vision, with courage and confidence to start the Union movement and many of those who joined then are still members in good standing. Many of them now retired to other walks of life maintain an active interest in the Union and they of all others are best qualified to give testimony of the Union's success.

At the time the C. T. U. A. was formed, the top salary in the commercial offices ranged from \$50 to \$70 per month, and the minimum ran down almost to zero. The \$6 per week operator was even more numerous than were the \$70 per month class. Wages were on the decline, and the great bugaboo of all was the formal declaration of Col. R. C. Clowry, recently made president of the Western Union Telegraph Co., that he would soon have first class telegraphers reduced to a maximum wage of \$50 per month.

Wages in Canada were extremely low; in fact, in cities like Cleveland, Detroit, Buffalo, Pittsburgh, Boston and New York it was notorious that because of low wages in Canada, our fellow workers from across the border came over and cut under the miserably low wages already being paid. It was not that the Canadian was different from his American co-worker, except perhaps in some instances being a better telegrapher, but low wages at home influenced the traveler in seeking employment abroad. Organization at home reversed this entirely.

Broker telegraphers received from \$10 to \$18 per week, with a few getting a maximum of \$25.

Press telegraphers were paid from \$12 to \$18 per week.

All telegraphers except brokers furnished their own typewriters; there were no vacations; the nine-hour day was general; conditions were disgraceful.

The only change that the average worker could hope for was to change from bad to worse. There was no such thing as promotion; the junior operator in order to move up from the \$25 or \$30 per month class had to leave home, go away to some strange city, and there get his rating, because the rules were against increasing wages in the various offices. So the youthful John Smith, when capable of working a first class wire, had to leave his home in New York, move on to Chicago, or St. Louis, or leave Montreal for Winnipeg, and vice versa, trust to getting employment in a strange office in order to get an increase in pay. Friendly chief operators would tip the promising youth to do this, stay away for a year or two, and then come back so that he could pay the home boy what he deserved.

Youths in their early teens were thus compelled to beat it from city to city, live in cheap lodging houses, loaf in corner saloons and risk all the contaminating influences of poverty and squalor in a strange city in order that they might qualify for higher wages. Some resisted this demoralizing influence; others succumbed, but

the entire system was described by a cartoonist of the time caricaturing a Western Union telegraph office with a sign above the door taken from Dante's inferno reading:

"Abandon all hope, ye who enter here."

Today conditions are changed. Despite all that may be said to the contrary it was the Union influence that brought about the change.

Press and broker telegraphers owe a debt to the Union they can never repay in increased wages and improved conditions. With the commercial telegraphers important gains have been made and in many cities the minimum wage is more than treble what it was twenty years ago. Where Union schedules have existed for a number of years there the gains are greatest. For example, the City of Toronto, where the minimum of today is \$110 per month as against \$20 per month in the non-union days when the best telegrapher in the land could not hope for more than a top of \$55 or \$60.

The Union established the eight-hour day, obtained free typewriters, vacations, seniority rights and many other important concessions that go towards making life worth living.

It does not matter whether we refer to the G. N. W., the C. P. R., the U. P., Canadian Press, I. N. S., Western Union, Postal, A. P. or Brokers, the story remains the same. The average wage of the telegraphers has gone forward; their rights are respected, they are getting better treatment and conditions have improved in every respect.

And all of this has been done in the face of a steady effort on the part of hostile employers trying to keep the workers apart and succeeding to the extent that the Union workers of the telegraph are still in the minority, thus being compelled to combat the joint influence of their non-union fellow worker and the hostile employer as well.

As a minority group struggling against tremendous odds on the industrial field, the membership of the C. T. U. A. has every reason to be proud of its successful twenty-year struggle for a better world. We feel that we have shown our non-union brethren what can be done with a partial organization and then we might well ask him to join us in this thought:

"Just imagine what we are going to do when the telegraph industry becomes thoroughly organized."—*Commercial Telegrapher*.

SATISFACTORY SETTLEMENT SECURED

Thanks are due those members of the Order of Railroad Telegraphers who noted the fact that the International Correspondence Schools at Scranton, Pa., had locked out the union printers employed in the printing office conducted by that concern.

Those who wrote into this office concerning the matter will be glad to know that THE RAILROAD TELEGRAPHER had taken up the matter with the local of the I. T. U. at Scranton before any complaint was received, and that we are informed by the secretary of the printers' local at Scranton the lock-out is ended; a satisfactory agreement has been made and the union printers are again back on the job. The secretary of the local in sending us the good news of the settlement, thanks THE RAILROAD TELEGRAPHER and the members of the O. R. T. for the assistance rendered.

Safety First on Railroads

On page 18, line 11 of the bill, H. R. 9981, carrying appropriations for the executive and independent bureaus, it will be noted that the appropriation for the Locomotive Inspection Bureau of the Interstate Commerce Commission is listed as \$290,000.

This is a paring from the original organic act, approved February 17, 1911, of \$10,000.

When the original estimate by the commission was handed to the Bureau of the Budget, \$350,000 was set as the minimum for the Locomotive Inspection Bureau.

The budget officers reported the amount appropriated by Congress in previous years, \$300,000. The Appropriations Committee of the House reduced this amount to \$290,000.

In that shape it passed the House and has been reported to the Senate by the Senate Committee on Appropriations.

Two hundred and ninety thousand dollars is not sufficient to carry on the great work which this bureau is performing. It is now practicing all of the economies possible even to the extent of curtailing completion of details on some important work. Economy in work of this kind is unwise, the appropriation should be increased to at least \$350,000.

This bureau has supervision over approximately 70,000 locomotives used in interstate commerce which includes necessary personal inspection by the bureau staff to see that the law is complied with, including the duty of investigating all accidents resulting in death or injury to travelers or employes due to locomotive failures.

Any curtailment of the activities of this bureau is speedily reflected in deterioration of locomotives and increased number of accidents resulting in death or injury to employes and the public.

The pay roll of the bureau amounts to \$201,880 per annum, of which \$163,000 is paid to inspectors, \$38,880 for clerical service, supplies and rents, leaving a total of only \$88,120 for all other essential expenses of the bureau, including traveling expenses.

Owing to the fact that railroad transportation has steadily increased during the past few years and many Federal buildings, especially in the large cities, are unable to furnish quarters for local inspectors and because rents have been increased steadily, it makes it impossible to adequately protect the interests of the public on such a small sum.

The organic law discloses that only \$600 per deputy inspector is appropriated for their clerical and office expenses. It has been impossible for the local inspectors to meet these expenses without paying for same, in part, out of their own salaries.

A summary of accidents and casualties during the fiscal year ended June 30, 1921, as compared with the fiscal year ended June 30, 1920, covering the entire locomotive and tender and of other parts show a reduction of 12.8 per cent in the number of accidents, a reduction of 3 per cent in the number killed, and 12.6 per cent in the number injured.

The first year of the Boiler Inspection Law, 1912, as compared with the year 1915, the fourth year of the law, shows a reduction of 50 per cent in the number of accidents, a reduction of 85.7 per cent in the number killed and 53.5 per cent in the number injured. Comparing 1912 with the last fiscal year, 1921, there has been a reduction of 60 per cent in the number of accidents, a reduction of 44 per cent in the number killed, and 62 per cent in the number injured.

BASIL M. MANLY.



Every one should know enough law to keep out of it.

Lots of people live all their lives without learning to live.

The number of unemployed in England is now approaching 2,000,000.

Some men imagine they are philosophers when they are merely too lazy to worry.

Increased means and increased leisure are the two civilizers of man.—*Benjamin Disraeli*.

The endurance of the inequalities of life by the poor is the marvel of human society.—*J. A. Froude*.

A man who travels from city to city is the most firmly convinced that there is nothing new under the sun.

Egypt, with approximately 931 people per square mile, is the most densely populated country in the world.

Traffic laws do not say the pedestrian must jump six feet when the honker honks. It's optional with him.

The fact that some form of order is desirable is no argument for the present order as contrasted with another.

Speaking of industrial depression. There's been quite a falling off in that old job of carrying folks home nights on a shutter.

During the month of March two hundred and nineteen new members were received in the Order of Railroad Telegraphers.

Sweden has harnessed more than 1,100,000 horse-power of its waterfalls. This constitutes about 18 per cent of what is available.

Country laborers in Japan work long hours with no day of rest, while workers in cities usually keep one or two days out of each month.

"They tell me that every minute is a fool born into the world," said the old financier. "And," he added piously, "thank God, some of 'em live."

All those who oppose intellectual truths merely stir up the fire, the cinders fly about and set fire to that which else they had not touched.—*Von Goethe*.

The coal strike in Czecho-Slovakia has brought about such high coal prices that many German factories in Saxony and Bavaria are now at a standstill.

Don't ask f'r rights. Take thim. An' don't let anny wan give thim to ye. A right that is handed to ye f'r nawthin' has somethin' the matter with it.—*Mr. Dooley*.

The Alaskan peninsula and the Aleutian Islands, which sweep from it almost to Asia, is one of the most extensive and most active volcanic regions on the face of the earth.

Wages for the entire period of their strike, with an increase of 15 per cent in their pay on seagoing vessels and 25 per cent on coastwise ships, have been won by the Chinese seamen.

Because all the miners in one mine speak the same language, the accident rates in coal mines of England, France, Belgium, Germany, Austria and Japan are much lower than in America.

ALWAYS LOOK FOR THE UNION LABEL.

The unemployment situation in South Alberta will be somewhat relieved by an important masonry contract calling for a large number of men to work on the Lethbridge Northern irrigation project.

Several hundred mine workers, fifteen hundred railroad laborers, and two thousand shipbuilders in Spain are reported to have gone on strike on account of attempts to increase working hours and decrease wages.

An uncommon situation has developed at Chesham, England, where the federation of boot and shoe manufacturers is financially assisting 400 boot and shoe workers who are on strike against low wages offered by non-federated firms.

The number of totally and partially unemployed workmen of Switzerland had reached a grand total of 137,561 in December, 1921, an increase of more than 200 per cent for the year. The machine and electro technical industries lead in the number of unemployed.

The danger of the moment is not revolution, but chaos. Nothing terrible could result from a perfectly organized general strike, but what would bring civilization down would be incoherent strikes for trivial purposes by different small groups with no common plan.—*C. DeKle Burns.*

"Business is business," the little man said, "a battle where 'everything goes,' where the only gospel is 'get ahead,' and spare friends or foes; 'slay or be slain' is the slogan cold, you must struggle and slash and tear, for business is business, a fight for gold, where all that you do is fair!"

The world's biggest aluminum bearing deposit has just been discovered north of Tapolca, Hungary, according to reports reaching Vienna. It is estimated that it contains 150,000,000 tons of aluminum. A company, which will issue several million shares, is to be formed immediately to exploit the deposit.

"It is the capitalist," says Chancellor Day, "who fills the workingman's dinner pail." But sometimes, of course, he doesn't fill it, if it doesn't pay him to do so. The chancellor could, if he liked, turn it around and say it the other way: "It is the workingman who fills the capitalist's dinner pail."

The Luminara, a newspaper at one time published in Madrid, was printed with ink containing phosphorus, enabling the reader to peruse the paper in the dark. The Regal was printed with non-poisonous ink on sheets of dough. After reading the printed matter on the thin sheets of dough the "paper" was eaten.

A few fortunate people, it is true, are now enabled to live freely on rent or interest, and they could hardly have more liberty under another system. But the great bulk, not only of the very poor, but of all sections of wage earners and even of the professional classes, are the slaves of the need for getting money.—*Bertrand Russel.*

The great parabolic reflector of the lighthouse of Galita, an island off the coast of Tunis, is the largest metallic mirror in lighthouse service. It is made of gilded bronze, 7 ft. 5 in. in diameter, with a focal length of 26 in., and its flash of 202,000 candle-power can be seen 50 miles at sea under conditions ordinarily good.

It is estimated that it will take months to recover from the effects of the railway strike in Germany. The workers have resumed work after winning the strike. The delivery of goods has been delayed, postal service has been suspended, and railway equipment has been damaged by students and "volunteers" who made attempts at running trains.

The Council of State of the Canton of Geneva, Switzerland, has inaugurated a series of educational courses for the 130,000 people who are completely or partially out of work. Recreative and physical courses, as well as general educational courses along the line of their particular industry, will be given to these unemployed persons and to apprentices.

The Nationalist Government of Turkey is taking an active interest in immediate legislation for the protection and betterment of the laboring classes. Laws are being proposed for the erection, by mine operators, of comfortable dwellings for the 15,000 mine workers in the Heraclea Coal Basin. Another pending legislative innovation calls for the establishment of evening schools for workers.

Several tests were carried out recently in the use of wireless telegraphy as an auxiliary means of communication on a British railway. Ordinary apparatus was used in these tests and the results were so promising that special apparatus is now being constructed on the basis of the experiments gained. As soon as the necessary arrangements are completed extended trials under commercial conditions will be made.

Nearly one thousand cities, towns, villages and hamlets are linked up by the Alberta government telephone system, according to the annual report of that department for 1921. The total assets of the system are placed at almost twenty-three million dollars, and the net revenue for the period covered by the report, which is from November 30, 1920, to December 31, 1921, is given as \$286,627.

Conditional on the signing of the Trade Agreement between Great Britain and Russia a leading British engineering firm has arranged a contract for the repair of the majority of the locomotives on the Russian railways. These railways have about 9,000 locomotives, and it is stated that less than half of them are in running order. A very low price has been quoted for this important work.

Golden sausages were used by relief workers to carry money in parts of Asia Minor where bandits are at work. One of the best methods adopted was the taking of money from Constantinople to the interior of Anatolia by extracting meat from a string of sausages, and substituting gold. This ruse succeeded, because the robbers are mostly Turks, and have the Moslem abhorrence of the pig and its products.

It is not that men are ill-fed, but that they have no pleasure in the work by which they make their bread, and therefore look to wealth as the only means of pleasure. It is not that men are pained by the scorn of the upper classes, but they cannot endure their own; for they feel that the kind of labor to which they are condemned is verily a degrading one, and makes them less than men.—*John Ruskin*.

The man to whom amusement is the end of life tends to lose interest gradually in the things out of which he has been in the habit of obtaining amusement, since he does not value these things on their own account, but on account of the feelings which they arouse in him. When they are no longer amusing, boredom drives him to seek some new stimulus which fails him in turn.—*Bertrand Russell*.

Most of the amusements that civilized men naturally enjoy are either not harmful at all or only accidentally harmful through some effect which might be

avoided in a better society. What is needed is, not ascetism or a drab Puritanism, but capacity for strong impulses and desires directed towards large creative ends. When such impulses and desires are vigorous, they bring with them, of themselves, what is needed to make a good life.—*Bertrand Russell.*

"The war is on—class war." In these words of a manifesto J. B. McLachlan, secretary of District 26, United Mine Workers, calls on the 12,000 miners of Nova Scotia to join him in a policy of "cutting the output" as the most effective method of waging a labor war against the British Empire Steel Corporation. In an open letter issued at the same time, McLachlan charges Hon. G. H. Murray, premier of Nova Scotia, with responsibility for the deaths of three children, who recently starved to death at Dominion No. 4, near Glace Bay.

Alarming news reaches the League of Nations concerning the danger of epidemics of cholera, spotted typhus and intermittent fever spreading from Russia to Poland and thence to Germany and the rest of Europe. This fully explains Poland's anxiety to summon a world sanitary conference at Warsaw, March 15. Already a sanitary frontier has been traced from Barahovitch along the Russian-Polish frontier, but the Poles declare they have neither disinfectants nor medical staff sufficient to cope with pestilence so terrible and widespread.

The meeting of the provincial Legislature of Nova Scotia was featured by demonstrations of the unemployed. Premier Murray, D. G. MacKenzie, leader of the Opposition, and Mr. Foreman Way, the three principal speakers, were repeatedly interrupted. When Mr. Way referred to the heads of the British Empire Steel Corporation as "financial pirates," there was an outburst of applause. There was a demonstration when Mr. Way declared that in Cape Breton men just as honest

as any in the House had been forced to break into a store owned by the Dominion Coal Company in order to live.

Suppose your sinews of war quite broken; I mean your military chest insolvent; forage all but exhausted; and that the whole army is about to mutiny, disband, and cut your and each others' throat—then, were it not well, could you, as if by miracle, pay them in any sort of fairy-money, feed them on coagulated water, or mere imagination of meat, whereby, till the real supply came up, they might be kept together and quiet? Such, perhaps, was the aim of nature, who does nothing without aim, in furnishing her favorite (man) with this his so omnipotent, or rather omnipotent, talent of being gulled.—*Carlsile.*

It is a curious fact, and one that has never been explained, that civilization goes the way of the sun. In the east, man first emerged. Westwards he has traveled since, carrying the torch of progress in his hand. The history of China dates back to thousands of years before human footmarks began to appear in Britain. From Asia civilization spread westwards, traveling right across Europe, and thence to America. The majority of domesticated animals are Asiatic in origin, such as horses, dogs, mules, donkeys, sheep, goats, honey-bees, chickens, ducks, etc., and this alone shows that domestic man had his first kingdom in Asia. Yet it is strange that the countries with the longest human histories are today the least advanced.

"For eighteen months the country has been reading of the high wages paid railroad men, and the harm it is doing the country. Get out of a railroad town and it is surprising how exaggerated this belief is. Fort Scott is average. Railroad men made good wages during the war. They were required to buy Liberty Bonds, subscribe to the Red Cross, the Y. M. C. A., Salvation Army, and dozens of other war organizations, doing fine work at the front. When the boom was over

they sold their Liberty Bonds at a discount. They paid the cost of living during the war and for three years after—and what have they kept? Where are all those tremendous wages? Did they all go for automobiles? Not hardly!"—*The Bourbon News*, Ft. Scott, Kas., Feb. 2, 1922.

Unemployment in Canada at present is five or six per cent greater than at the corresponding time last year, Bryce M. Stewart, director of employment service, Ottawa, told officials of the four Western provinces of the employment service of Canada, March 1st, when the annual conference opened at the parliament building here. Prospects for improvement, said Mr. Stewart, depended partly on employers and employees reaching agreements on wage scales to enable the making of contracts with some certainty as to future costs. Improvement in employment conditions in agricultural Canada, he continued, will be brought about by restoration of the farmers' purchasing power, either through better prices for farm produce or lower cost of commodities which the farmer must buy.

For many centuries drowning was officially regarded as an alternative means of execution. The earliest record of the practice is in connection with the ancient Germans who, we are told, disposed of their minor criminals in this way. For graver offenses still less agreeable deaths were devised. In the Britain of the Middle Ages this punishment was often used, and many old grants to feudal lords refer to the "right of pit and gallows," the pit being for the drowning of women. Drowning was regarded as a comparatively mild punishment, and in one noted trial the offender was, by a special act of leniency, permitted to be drowned. The last official execution by drowning occurred in England in 1556, and in Scotland in 1685. The custom, however, lingered in other parts of Europe for nearly a century longer, the last recorded instance being in 1777 in Iceland.

At the first ordinary general meeting of the Trans-Zambesia, Africa, Railway Co. it transpired that the progress made was such that the line is expected to be completed by the contract date, March 31, 1922. As indicating its potentialities, the chairman was able to announce that, traveling over as much of the railway as was already completed, i. e., 160 miles from Beira—the Governor of Nyasaland has recently been able to make the journey from Zomba to Beira in 36 hours, whereas hitherto the journey by motor, train, river boat and coasting steamer—would have taken "anything from four to eight or even fourteen days." When the whole railway line is completed it will be possible to make the journey from Blantyre to Beira in 24 hours, all the journey, with the exception of the crossing of the Zambesi, being made by rail.

Deep-sea divers in rubber suits are diving in the Fraser river, in British Columbia, for gold. It is a desperately cold job, but it pays handsomely. Two gangs are now at work at Lillooet and the other at the junction of the Chilcotin and the Fraser. March sees the lowest water in the Fraser, and by chopping through the ice, bottoms which are impossible to reach during the high water of summer are combed by the divers. The underwater men can work only three hours a day in 20-minute turns, but behind every boulder they find nuggets. From \$700 to \$1,000 daily is being recovered by each outfit. The divers admit that the richest gold is in mid-stream, but they never expect to reach that, for the water is too deep and swift. Based on the divers' returns it is estimated that if the Fraser could be diverted for a few hundred miles Britain's war debt could be paid off in six months.

It will be news to a great many persons that the telephone has tended gradually to supersede the mere formal telegraph as a medium for the transmission of railway train orders. Before telephones became the familiar devices that they are in this country orders for the movement

of railway trains were telegraphed between signal points, duplicated and formally entered in record books. Dispatchers, conductors and engineers had copies of each order. Moreover, the text of each train order was repeated between sending and receiving points before it was approved and issued. Latterly verbal instructions over a telephone wire have been considered adequate for the movement of trains over many short or unimportant lines. A coroner's jury at Pittsburgh has just condemned this practice and suggested that there be a general return to the telegraph-order system.—*Philadelphia Ledger*.

The Victorian branch of the Australian Railway Union has moved commendably and energetically in behalf of the levy of 10s per man for the Labor dailies. The branch numbers well over 12,000 members, and, to let the membership know all about the scheme, appointed a special propaganda committee to address it. An excellently worded manifesto was also issued. Up till the time of the ballot closing in December, no stone will be left unturned in getting the facts and the formalities before the members. The committee itself has held general conferences with the campaign director and the Victorian committee, and has fully satisfied itself on every point ere committing itself to the great scheme. At one such conference recently, it was a stimulus to note the thoroughgoing earnestness of the railwaymen's committee. For three hours, question after question was asked Mr. Grayndler. The ballot is expected to be a decisive "Yes."—*Railway Review*.

To spring beds, steam heat, electric lights, bath and showers and electrically operated laundries in Ford's lumber camps in the north woods of Wisconsin and Minnesota probably will be added soon the radio phone. In this event, not considering the business importance of this equipment, the occupants of these commonly called "palaces of the woods," will be treated to concerts and news bulletins which are broadcasted from

various stations each evening. Employment agents and lumbermen believe the radio connection between the lumber camps and the cities will mean as much to the camp owners and woods operators as the markets sent by radio to the farmer. The wireless will bridge the gap separating the secluded lumber camps from their headquarters and will facilitate business to a marked degree. Lumbermen are watching development of the wireless with a great deal of interest, and they anticipate highly favorable results when the service is extended into the forests.

The Spanish government has drafted a bill intended to improve transport conditions generally and, at the same time, to relieve the financial difficulties of the various railway companies. The bill proposes that the furnishing of rolling stock and the construction of new lines, bridges, warehouses and stations shall be undertaken by the Government, which, in future, will participate in the administration of the companies with the assistance of a commission on which shall serve officials of the companies, representatives of the leading commercial and industrial concerns and Government nominees. Eventually the lines are to be taken over entirely by the Government, which reserves the right of granting further concessions for their working. The administration commission is to be empowered to control passenger and goods rates. The expenses of administration and of the compulsory pension scheme for railway employees are to be deducted from the profits of the companies. In order to carry out the scheme a State loan for the railways is to be issued.

The vagaries of the law had an exemplification in a recent case in London, Eng., in which cigarettes and red tape were featured. A publican was summoned at the West Ham police court for selling cigarettes after 8 o'clock at night. It was stated that two officials had called at the public house in question, and after they had had drinks one of them asked

for a small packet of cigarettes. A barmaid served the customer with the cigarettes. Thereupon he pointed out to her that she had done wrong, as it was then 8.30. The barmaid promptly collapsed in a faint. The magistrate dismissed the summons on payment of five shillings cost by the publican, and in doing so made observations upon the law. He said that if a sardine on toast had been served by the barmaid a cigarette could have been sold legally. A publican must not sell a biscuit with wine, the magistrate remarked, as this would be infringing on the Bakers and Confectioners' Order. He could sell cooked sausage, but not a raw sausage, as the latter would be an infringement of the Butchers' Order.

The half-yearly report on the progress of civil aviation, which has been issued in Britain as a White Paper, and covers the period from April to September, 1921, deals with home and foreign flying. During this period there were 17,180 flights by British machines, representing 4,150 hours' flying. The average duration of each flight was 14 minutes, and the total approximate mileage flown was 321,500. No fewer than 31,853 passengers were carried and nine tons of goods. These figures include returns for the Continental services. The value of goods imported by air was £206,357, and of those so exported, £11,400. It is estimated that the total number of letters carried on outgoing air mails was 42,840, and that the total number of incoming letters was 38,696. The report reviews the situation with regard to the subsidized air transport companies, and states that tenders have been invited for a mail service between Malta and Syracuse. Between April and September the numbers of aircraft arriving from the Continent and departing thither were as follows: British, 671; French, 1,058; Belgian, 339; Dutch, 292; other States, 34.

Folks in Dayton, O., are wondering if Christianity is a theory instead of a fact. There are folks in other towns who are also doing a little speculating along the same line. A man named Funk, a

preacher, is in charge of the printing department of the United Brethren Church. All other printing offices in Dayton, operated by - hard-headed business men, agreed that the attempt of the printing craftsmen to add eight years to their lives was a just and humane effort and gladly co-operated. But the United Brethren Church, operating through Funk, in effect said it didn't care whether the followers of the printing trades added to or shortened their lives. In order to be consistent, the church's representative contracted with a "detective" agency for a supply of professional strikebreakers. The United Brethren publishing plant now employs five scabs, a number of professional strikebreakers, one confessed bootlegger, one slugger and a few more choice characters. All literature used in the United Brethren Church comes from the Dayton plant, and is the products of the above mentioned undesirable.

In the famous sword factory at Toledo, Spain, the utmost secrecy surrounds some of the processes employed in the making of these celebrated blades, although under certain conditions visitors are allowed to go through the factory. No one, however, is permitted to look upon the final secrets of tempering. In the first room there may be seen a curious round shield fastened against the wall, where the last test of a finished sword is made. It is thrown from a bow. If its point is perfect, well and good; it does not turn a fraction of the finest hair's breadth. If the blade makes an escape from this trial, and it usually does, it is worthy to be marked with the royal sign and the word "Artilleria," that proves that it was made in Toledo. If the point wavers even in a manner imperceptible to the unpracticed eye, the blade must go back to a renewal of its fiery discipline. At one table a man, working by aid of wax and a sharp-pointed needlelike instrument, is busily engaged in the lettering of a blade. At another table is an artisan pounding with a tiny sharp-edged sort of hammer, working out a handle pattern.

When railways were first established it was never imagined that they would be so far degraded as to carry coals; but the famous engineer, George Stephenson, and others soon saw how great a service railways might render in developing and distributing the mineral wealth of the country. Prejudice had, however, to be timidly and vigorously overcome. When it was mentioned to a certain eminent railway authority that George Stephenson had spoken of sending coals by railway. "Coals!" he exclaimed, "they will want us to carry dung next." The remark was reported to "Old George," who was not behind his critic in the energy of his expression. "You tell B——," he said, "that when he travels by the railway, they carry dung now!" The strength of the feeling against the traffic (wrote the Rev. F. S. Williams many years ago) is sufficiently illustrated by the fact that, when the London and Birmingham Railway began to carry coal, the wagons that contained it were sheeted over that their contents might not be seen; and when a coal wharf was first made at Crick station (near Rugby) a screen was built to hide the work from the observation of passengers on the line.

In a clear and concise argument, buttressed by indisputable facts and figures furnished by the railway companies themselves, H. J. Symington, K. C., closed his argument before the railway commission March 20th with a plea for reduction in freight rates, and especially for equalization of rates between eastern and western Canada. During the past fifteen years, he said, the Canadian Pacific Railway Company had earned net, on its business in western Canada, \$405,000,000. This sum had been sufficient to pay all its fixed charges and all its dividends, less \$20,000,000. Indeed, it has been the west which has kept the big road going. This was strikingly illustrated by the figures for October, 1921, probably the worst month the Canadian Pacific Railway Company ever had in Eastern Canada. In that month its gross earnings in eastern Canada

were practically all absorbed by working expenses. During the same month its net earnings after paying all working expenses, in western Canada, exceeded \$6,000,000. This was, of course, an exceptional month, but in October, 1920, the net earnings in the east were \$1,458,898, as compared with \$6,588,289 in the west.

It is hard to realize that so indispensable an article as soap was unknown five hundred years ago yet its origin dates only from the year 1524, when it first appeared in London. The ancient writers, Pliny and Galen, mention it as an invention of the Gauls; but no trace of it has been found in records of Greek or Roman life. Pompeii's ruins yield many things which seem quite modern, but no soap has ever been discovered. As a substitute the Romans used oil and clay in their baths. Clay containing a percentage of fuller's earth makes a considerable lather, and it is a very fair makeshift; therefore they doubtless managed to attain a sufficient degree of cleanliness, especially as they devoted long hours to the baths. It is supposed that soap originated in Mediterranean Europe, where great quantities of olive oil were produced. Oil, in fact, combined with either soda or potash, make a passable quality of crude soap, and it is possible that some Italian or Spaniard accidentally hit upon the art of making it by letting his pot of olive oil boil over and mix with the woods ashes of the fire. Ashes contain potash enough for the purpose, and are still used in country places for the manufacture of home-made soft soap. The fine soap, known as Castile, is still made by as primitive a method, and is really one of the oldest forms of the article in use today. Perhaps it is the original, discovered by some careless Castilian olive oil maker who did not watch his boiling kettle.

The country has become accustomed to paying double and triple for the installation of all railroad equipment. When the X. Y. Z. railroad laid a rail at the Cattle Run Siding back in 1873, the financing

was by bond issue. The public through passenger and freight tariffs paid interest on this bond issue for 30 years, then the matured bond was paid for by money obtained from a new issue of bonds, and the public took up again the burden of paying interest. Meanwhile, wear and tear had several times caused the replacement of the old rail, and other bond and interest operations similar to the first were made necessary. The conviction has been so general that all railroad financing has been by bond issues with attendant commissions to brokers and annual interest charges, that it is a pleasure to announce a replacement in railroad equipment, financed by the day-to-day receipts. Mr. John J. Jones, dining car waiter on the Congressional Limited Express between New York and Washington, has installed a complete new set of brass buttons, paid for entirely out of operating revenues. So extraordinary is the case of Mr. Jones that the railroad has published a booklet dealing with him. He has been in the dining car service for 35 years, 25 of which have been on the same train. Every night it has been his policy to remove the buttons and shine them up. Ultimately, the polishing wore all the shine off and he was compelled to replace them. The cost has been taken out of Mr. Jones' operating revenue from serving 300,000 patrons.—*Dearborn* (Ford's) *Independent*.

As spring draws near, what'er we like, there's apt to be a miners' strike, and it is well to pause a while, while glancing at our own coal pile, to think how owners greet the spring and then remember what a thing it is the miners have to face, to hold their wages up in place. The owners will join other dubs in flocking to the country clubs, where they will work off surplus fat by swatting golf balls with a bat. (Bat makes a rhyme. I know it's "brassie," so don't you dare get too darned sassy.) And if they should run short of dough, coal will go up a plunk or so. They will give out an interview to tell the public it is true that

miners spend in real fast living all the high wages they are giving. Meanwhile the miners will cut down upon their living in each town. Their wives will go without a dress, and every day they'll have to guess whether they've got the dough or not with which to buy meat for the pot. And if they live in company shack, a roof they very soon will lack, and when they cannot pay the rent, they'll seek the shelter of a tent. Militiamen will soon come in, and thugs paid with the owners' tin. They will patrol along the border, just to maintain our "law and order," and so they will not lose their skill. And then to make you a good hater, they'll blame it on an agitator, a "foreign" agitator, 'course; they'll shout the word till they are hoarse. Your sympathies should be with the men who make their struggles once again, who for better hours and wage, are taking up the battle gauge. These fat rich owners get my goat when they get at the workers' throat.—*Bill Lloyd*.

So far 73½ miles of suburban railways of Victoria, Australia, have been electrified and put into electric commission, and about 70 miles remain to be converted. The first lines to carry electric trains were the Sandringham-Essendon and the Flemington race course, although steam trains ran on the latter for a long while at race and show times. The St. Kilda, Port Melbourne, Williamstown, Coburg, Reservoir, Heidelberg, Royal Park, Broadmeadows and St. Albans lines have since been added to the list. There remain to be electrified the Caulfield, Frankston, Dandenong, Box Hill, Kew, Glen Iris, Ringwood and Eltham lines. Of these, the Oakleigh and Glen Huntly to Melbourne sections will be completed next month; the Frankston and Dandenong extensions in August; the Box Hill, Kew, and Glen Iris lines in November; the Ringwood extension in January, 1923, and the Eltham extension in February, 1923. The work is being expedited as much as possible. The Railway Department has now six consolidated goods engines of the C class. These monsters were built at Newport and are capable

of hauling nearly 600 tons up a 1 in 50 grade. They are all painted black, in accordance with the Department's present policy. Another class of engine, called the K, is being constructed at Newport. The K is something between a Consolidated and an A2. It is to be used on country lines where the rails are not heavy enough for the C class. The A2 remains for the present the standard passenger engine. It is, of course, used for goods work as well, but the C class has been built for goods traffic only. Many light engines have been released by the conversion of the suburban lines to electricity. They are mostly of the E class, which are tank engines and have no tender.—*Victoria Review*.

The Czecho-Slovakia, as an inland country, railways have a special importance. The republic possesses two large and important waterways—the Elbe and the Danube—but, on the other hand, owing to its mountainous structure, it contains few canals. Her railways are, therefore, called upon to play a foremost role as means of communication. The total length of the line is 8,556 miles, of which 5,336 are the property of the State. Lines not owned by, but worked by, the State total 2,598 miles, while 605 miles are both owned and managed by private enterprise. The remainder, 18 miles in length, is managed by a foreign concern. Of the total length of 8,556 miles, some 600 miles only are double-tracked. In addition to this disadvantage, inherited from the old Austro-Hungarian Empire, Czecho-Slovak railways are handicapped by the circumstance that the principal lines run from north to south, being originally constructed so as to converge in Vienna and Budapest. The contour of the country, however, required that its railways should run rather from west to east so as to link up successively Bohemia, Moravia, Silesia, Slovakia, and Carpathian Ruthenia. The Government has already taken steps towards a remedy in this respect, but a good deal of time and a large expenditure of money will be necessary before anything ap-

proaching perfection can be attained. In addition to the disregard of the interests of the present territories of Czecho-Slovakia shown by the old Austrian imperial regime in the construction of the lines, the five years of war had a disastrous effect upon the railways and their rolling stock. Replacement of sleepers, which ought to take place at the annual rate of 8 per cent, fell during the war to some 3 per cent. At the moment of the armistice Czecho-Slovakia had a shortage of 1,200 locomotives and more than 70,000 carriages and trucks.

That railroad workers in Canada are suffering from the same poisonous propaganda as railroaders in the United States, may be known by a reading of the following inspired mess of half truths and whole lies, sent out by a "correspondent" at Ottawa, the Dominion capital: "A strenuous fight in parliament is promised during the coming session over section 325 of the railway act, which was passed in 1913 and which, as a war measure, empowers the railway commission to overrule Dominion agreements in the fixing of freight rates. The clause automatically expires July 1 of the present year, and unless it is extended by the Government there will be brought once more into force a highly important factor in freight rates, namely the Crows Nest Pass agreement of 1897. Under this agreement maximum rates were fixed on grain and a large number of other commodities each bound and on a lesser number of commodities westward. On grain alone the rate was some 30 per cent lower than the existing rates. It is quite certain the railways will make a strenuous effort to have the clause extended, claiming that until wages drop they cannot stand the decrease in rate involved by the application of the Crows Nest agreement. On the other hand there is a growing feeling that until the railways are forced to decrease rates they will make no serious effort to bring down wages. It is estimated that reapplication of the Crows Nest Pass agreement will involve a loss of from \$10,000,000 to

\$15,000,000 to the Canadian Pacific railway alone. The Progressive party, 66 strong, is pledged to oppose any extension of the clause, and will demand the power of the railway board to overrule Dominion agreements be allowed to lapse July 1. It is considered probable the railways may be willing to compromise, on promise of extension by a voluntary decrease in existing commodity rates. The issue promises to be a controversial one."

It is known that certain foods when given to an animal will cause it to grow and thrive. When such foods are taken away and others are substituted, the animal stops growing, gets thin and weak, and may even die. When whole milk—that is, milk containing the cream—is fed to an animal or a baby, all goes well. Skim off the cream, and feed only the skimmed milk, and the animal or the baby will stop growing at once, and in a few days will begin to lose weight. Certain foods, then, contain some element or elements capable of producing growth. Other foods are lacking in this respect. Until the exact substance or force is determined there must be worked out some hypothesis to explain this mystery of growth. The unknown but essential constituent of life-giving food has been given an appropriate name. It is called "vitamine" or "vitamin." Let it be understood that the presence of the vitamins is merely a working hypothesis. Nobody knows what a vitamine is, whether it is a vital force or a chemical.

We often speak of the vitamins of milk as the "soul of milk." Indeed, the vitamins are almost as intangible and elusive as the human soul itself. But where the soul is, life is, and where the vitamins are there, too, is physical life. Under certain conditions groups of persons may feed on foods deficient in vitamins. For instance, if polished rice is fed upon for a considerable time, a disease called "beri-beri" will follow. If foods containing vitamins are kept away from human beings, they develop a disease called "scurvy." Beri-beri, scurvy and proba-

bly pellagra are "deficiency diseases," due to the lack of vitamins. Green vegetables, milk, butter, potatoes, tomatoes and orange juice will cause the disappearance of each and all of these diseases. Why? Because they furnish the vitamins, lacking in the one-sided diet causing the deficiency diseases. Much is said these days about the value of yeast. Its importance is overestimated, perhaps. But whatever good it possesses probably is due to the vitamins it contains.

Some time ago an enquiry (which, as far as we are aware, says the *Central Argentine Railway Magazine*, elicited no reply) appeared in a local paper asking which was the straightest railway in the world. We are indebted to a member of the Chief Engineer's Department for the following information on the subject, which we publish, in the hope that it may interest our readers. For straightness the world's record is held by the new Transcontinental Railway of Australia, which has a length of no less than 330 miles across the Nullabor Plain—an area as wide as the whole of France—without a single curve. The whole railway is 1,061 miles long, and is opening up vast tracts of the country for cultivation, while at the same time halving the time of transit across the continent. It was in October, 1917, that the final spike—a golden one—of the transcontinental railway was driven, and the line declared open. Prior to the opening of the beforementioned line, the world's record for straightness was held by the Buenos Aires and Pacific Railway. This railway possesses a straight stretch of track 205½ miles in length. It is situated on the main line between 158 and 363½ miles from Buenos Aires. The straight line was formerly broken by reverse curves forming a detour round the Lake Soria; the longer portion was then 176 miles in length, and was even then the world's record. The lake having, however, dried up, the company suppressed the curves, and the "cut-off" was opened to service on October 15, 1917. It seems that when the line was set out in the

early eighties, when the line was in the hands of the Indians, after leaving Junin, which was a military outpost, and the last point of contact with Buenos Aires, the line was laid straight across the flat pampas until it met another survey line about 60 miles long, which was pushed out eastwards from the western terminus, Villa Mercedes. There were no obstacles of importance to avoid, and hence the phenomenal "bee-line." The

direction of the line in question is about 13 degrees north of west (W. 13 deg. N.) It is a single line (except about five miles at its east end), and constructed of 100-lb. flange rails spiked to native hardwood sleepers. It is practically level, the total rise from east to west being only 600 feet, distributed fairly uniformly, giving an average grade of 1 in 200. It contains 28 stations.

The Middleman

A fool there was, and he listened well,
To the story the Big Boss had to tell,
Of how the curse of the present age
Was the working man's exorbitant wage;
Of how Industry was all upset
On account of high wages the workers get.
And he said, "Mr. Merchant, join with me,
To bring things back to normalcy."

A fool there was, and he fell for the plan
To bring down the wage of the working man.
And this fool that was would go out of his way
To yelp of the working man's overpay.
And this worthy gent would say with a frown.
"The wage of the worker must come down.
Or soon our country will bankrupt be
Unless we get back to normalcy."

A fool there was, and he could not see
That the working man in prosperity
Was the one great source that brought wealth to him;
But now that the worker's wage is slim,
The merchants' goods he cannot buy
As he used to do when his wage was high.
This will enable the fool to see
The evil effects of his normalcy.

This fool that was, is a fool indeed,
For he urged reduction at break-neck speed;
He now sees his folly, at last; too well,
With the goods he bought and cannot sell,
For the workman hasn't got wage enough
To buy Mr. Merchant's half-price stuff.
Now he's in a hard fix, and he ought to be,
For hurrying things back to normalcy.

—WM. ANDERSON.



PERSONAL MENTION



BIRTHS

The following births have been recorded since the last issue of **THE RAILROAD TELEGRAPHER**:

BURKETT, Bro. and Mrs. R. L., of Hillrose, Colo., a girl.

CHAMBERS, Bro. and Mrs. Eugene, of West Jefferson, Ohio, a boy.

CHRISTOPHER, Bro. and Mrs. M. L., of Dresden Station, N. Y., a girl.

DOLL, Bro. and Mrs. M. J., of Murphy, Neb., a boy.

DYSON, Bro. and Mrs. H. B., of Adel, Iowa, a boy.

EHRHARDT, Bro. and Mrs. I. W., of Portal, N. D., a girl.

FELIX, Bro. and Mrs. Paul P., of Jamaica, N. Y., a boy.

GOODSELL, Mr. and Sister Robt. C., of West Lebanon, Indiana, a boy.

HILL, Bro. and Mrs. A. O., of Centralia, Ill., a boy.

JONES, Bro. and Mrs. R. H., of Kearney, Neb., a boy.

LANDREY, Bro. and Mrs. O. P., of Montreal, Mich., a girl.

LAPALME, Bro. and Mrs. J. A., of Lennoxville, Que., a boy.

LEVERETTE, Bro. and Mrs. J. C., of Williston, Florida, a girl.

LIVSEY, Bro. and Mrs. H. J., of Auburn, Ill., a girl.

MERCURE, Bro. and Mrs. L. L., of Lake Megantic, Que., a girl.

MESSIER, Bro. and Mrs. E., of Montreal, Mich., a girl.

NELSON, Bro. and Mrs. Robert R., of Sedan, Kan., a boy.

PERRAULT, Bro. and Mrs. A., of Lennoxville, Que., a girl.

WEEKS, Bro. and Mrs. Chas. R., of New London, Conn., a girl.

MARRIED

The following marriages have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

CARLEY, Bro. F. H., of Div. 54, and Miss Valborg Thompson, at Edmunds, North Dakota.

CARPENTER, Bro. B. C., of Div. 43, and Miss D. Birt, at Entwistle, Alta.

CHAMBERS, Bro. Clarence E., of Div. 1, and Miss Ethel E. McCabe, at Hamilton, Can.

EBERS, Bro. H. H., of Div. 53, and Miss Anna McDade, at Promontory Point, Utah.

KEEN, Bro. V. I., of Div. 61, and Miss Judith Anderson, at Chicago, Illinois.

KELLY, Bro. W. R., of Div. 37, and Mrs. Myra Nelson, at Bridgeport, Neb.

YOUNG, Bro. C. J., of Div. 17, and Miss Gwen Larkin, at S. Charleston, O.

THE RAILROAD TELEGRAPHER extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

ABBOTT, Bro. John D., of Div. 28.

ADAMS, Bro. Elmer, of Div. 37.

ANDERSON, Bro. Thos. C., of Div. 36.

BOBO, Bro. Walton W., of Div. 59.

BRADLEY, Bro. Jas. P., of Div. 36.

CAMPBELL, Bro. Lindsey T., of Div. 23.

COCKSEY, Bro. Warren L., of Div. 37.

CORNWELL, Bro. Laurence M., of Div. 173

DOWN, Bro. Frank E., of Div. 8.

ELINOR, Bro. Jos. E., of Div. 37.

EWERS, Bro. Leon E., of Div. 40

FRANKLIN, Bro. Geo. B., of Div. 72.

GUERRETTE, Bro. Alfred G., of Div. 7.

HAYES, Bro. Albert, of Div. 59.
 JACOBS, Bro. Milan E., of Div. 29.
 KAEBRGER, Bro. Reuben D., of Div. 39.
 KEMP, Bro. Lale, of Div. 36.
 KENNINGTON, Bro. Chas. M., of Div. 26.
 KROME, Bro. F. R., of Div. 26.
 LOWELL, Bro. Geo., of Div. 8.
 LYNCH, Bro. Frank, of Div. 76.
 MANSHIP, Bro. Jas. F., of Div. 32.
 MATHIESON, Bro. Chas. S., of Div. 7.
 MOORE, Bro. John F., of Div. 7.
 MURPHY, Bro. Edwin A., of Div. 42.
 MCGUIRE, Bro. John W., of Div. 10.
 MCGUIRE, Bro. Raymond J., of Div. 33.
 NICELY, Bro. Wm. S., of Div. 17.
 PARK, Bro. Emmett S., of Div. 40.
 PARTRIDGE, Bro. Bert C., of Div. 54.
 SHEETZ, Bro. Elbert V., of Div. 53.
 SHEPHERD, Bro. Chas. D., of Div. 17.
 SIMCOX, Bro. Harry L., of Div. 60.
 SMITH, Bro. Robt. H., of Div. 56.
 SMITH, Bro. Thos. B., of Div. 7.
 SNYDER, Bro. Walter A., of Div. 13.
 SPEER, Bro. Wm. H., of Div. 53.
 TASSIN, Bro. Clarence J., of Div. 88.
 VAN VELSON, Bro. Ward D., of Div. 37.
 WHITACE, Bro. Frank G., of the Grand Division.
 WHITE, Bro. John L., of Div. 124.
 WILLIAMS, Bro. Thos. B., of the Grand Division.
 WORMLEY, Bro. Chas. H., of Div. 17.

BAMBER, mother of Bro. F. A., of Div. 1.
 LORD, mother of Bro. T. E., of Div. 1.
 PULVER, mother of Bro. H. J., of Div. 8.
 TUCKER, mother of Bro. E. W., of Div. 17.

BRAY, father of Bro. Edwin D., of Div. 71.
 CHISM, father of Bro. C. V., of Div. 17.
 HENDRICKS, father of Bro. E. L., of Div. 37.
 JACKSON, father of Bro. F. S., of Div. 33.
 KUNKLE, father of Sister V. M., of Div. 17.
 LOGAN, father of Bro. L. J., of Div. 37.
 McPHERREN, father of Bro. G. E., of Div. 37.
 RYAN, father of Bro. John, of Div. 17.
 WINCHELL, father of Bro. W. H., of Div. 37.

ADAMS, wife of Bro. Samuel F., of Div. 44.
 CARBERRY, wife of Bro. John P., of Div. 70.
 CHAPMAN, wife of Bro. G. F., of Div. 44.

DUSTIN, wife of Bro. H. M., of Div. 12.
 FENWICK, wife of Bro. R. L., of Div. 37.
 KASTEN, wife of Bro. E. C., of Div. 17.
 LAWRENCE, wife of Bro. S. S., of Div. 31.
 LINN, wife of Bro. Augustus R., of Div. 12.
 O'LEARY, wife of Bro. Lloyd, of Div. 37.
 YOUNG, wife of Bro. W. O., of Div. 17.

HUFFMAN, daughter of Bro. G. T., of Div. 33.
 PRESSEY, daughter of Bro. Verne T., of Div. 89.

HENRY, son of Bro. E. P., of Div. 43.

GARDNER, sister of Bro. A. L., of Div. 71.
 MEYERS, sister of Bro. L. W., of Div. 17.

WEST, mother-in-law of Bro. F. C., of Div. 23.

The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Would like to trade positions with someone on Colorado or Wyoming Divisions. Seniority dates from December, 1911.
 W. T. VAUGHAN, Agent,
 Delta, Kansas.

R. P. F.—Everything is O. K. here. Will be glad to see or hear from you.
 MAMMA.

Anyone knowing the whereabouts of Tom L. Keating, last heard of working at Pocatello, Idaho, communicate with
 C. F. BURLING,
 Box 344, Alpine, Texas.

Bro. P. C. Minner, day operator St. Paul, Nebraska, U. P. R. R., wishes to trade positions with some operator on Colorado Division. Five years' seniority

Present address of Bro. E. C. Simpson,
formerly of 331 Marguerite Ave., Port-
land, Oregon. W. A. PEARSON,

Local Chairman, Div. 53,
411 44th St., North,
Portland, Oregon.

W. H. McDonald: Write me Scranton
address. ELIZABETH.

Whereabouts of Leslie Franklin, for-
merly Western Union manager at Tulsa,
Oklahoma, during summer of 1921. "FR,"
if you see this write to your friend
"Kaypee."

A. R. KING,
Odessa, Missouri.

Name.	No.	Cert.	Div.
O. E. Morgan.....	45310	166	88
L. C. Grinney.....	28338	1427	119
E. C. Boydson.....	13074	2605	37
H. E. Faulk.....	46752	3429	17
J. P. Shields.....	49720	3268	76
G. S. Stansberry.....	18471	4809	61

If any membership card above noted is
presented to members of the Order, they
must take same up and immediately for-
ward to the undersigned.

Yours fraternally,



Grand Secretary and Treasurer.

LOST OR STOLEN

DIVISION MEMBERSHIP CARDS.

Year 1922.

Name.	No.	Cert.	Div.
L. M. Krepel.....	2889	43	95
C. M. Pritchard.....	4928	467	18
D. S. Covey.....	6669	633	6
G. R. Stephen.....	3421	1877	43

Term Ending June 30, 1921.

R. A. Rime.....	67203	2528	70
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Term Ending December 31, 1921.

R. A. Rime.....	58645	2528	70
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Term Ending June 30, 1922.

Roxana J. Dornon.....	905	566	82
J. J. Dunn.....	681	161	2
J. W. Gardner.....	26760	75	62
Clifton Smucker.....	27453	3139	17
W. H. Easton.....	10250	2464	32
G. W. Howes.....	18254	795	29
R. H. Broeder.....	11859	937	5
Errol Morgan.....	2435	2014	G
A. M. Smith.....	10183	612	172
C. E. Collins.....	7493	88	70
A. J. Haas.....	5493	990	76
S. B. Hurst.....	25890	2537	58
C. Fullager.....	23920	696	124
W. P. Nevills.....	44509	106	62
H. V. Bartell.....	315	2004	35
A. R. Lund.....	28348	1556	119
C. R. Moore.....	23714	2408	61
G. O. Schommer.....	23094	547	10
P. C. Deriso.....	19811	1092	15

CARD OF THANKS

The following desire to express their
thanks to members of the O. R. T., who
have so kindly aided, in various ways,
those suffering loss of relatives and
friends, or for kindnesses shown and
services rendered during illness of those
named:

	Div.
Verona M. Kunkle, Duquesne, Pa.....	17
E. C. Kasten, Duquesne, Pa.....	17
Family of J. H. Wile, Bassetts, Tex....	27
Brother Garlepy, Farnham, Que.....	7
H. G. Wright, Arenzville, Ill.....	37
Brother S. Chester and family, Otta- wa, Canada.....	11
E. A. Morgan, Hamilton Ont.....	1
Brother Holman, Adams, Tenn.....	58
Mrs. Ed. Burkhalter, St. Joe, Mo.....	37
Children of Brother W. L. Cooksey. St. Joe, Mo.	37
A. C. Fisher, South Bend, Ind.....	1
Mrs. Evelyn Ratigan, Syracuse, N. Y....	8
Mrs. Nettie M. Dowd, Oneida, N. Y....	6
Mrs. A. Down and sons, Oneida, N. Y....	8
L. R. Ray. Coster, Ind.....	3
W. H. Pelpel, Sr., McLean, Texas....	35
Mr. and Mrs. W. E. Littlejohn, Love- land, O.....	33
W. H. Littlejohn and mother, Love- land, O.....	33
S. S. Lawrence, Shannon, Kas.....	31

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LADIES' AUXILIARY



THE FLAPPING FLAPPER.

By Kate E. Carr.

Of all subjects being used for general discussion by backdoor gossip venders, Ladies' Aids Club meetings, and copy for the woman's page on various newspapers, the "flapping flapper" is undoubtedly the most popular. The pulpit has debated the issue rather rigorously without having been gully of paying any compliments to either the modern girl or her parents. But neither judges nor jurors seem to have been satisfied with their findings, for the victims are still on trial—a condition that girls have experienced for countless generations. Ever since Eve ate the apple, Miss Primm wore hoops and fourteen-inch waists, and today's girl first parked her stays, bobbed her hair and rolled her hose, mothers, fathers, aunts and uncles have raised a cry of alarm. And as the number of girls have increased in the human family, likewise has the volume of criticism which is ever being cultivated by the Grundy family. Is it surprising that the flapping flapper turns deaf ears to the censure that is being heaped upon her? No; the modern girl is a result of her environment, both hereditary and modern, and is therefore calloused to criticism.

Today's girl differs from her grandmother not in character, purpose, or spirit, but in codes of behavior and dress. Grandmother differed in those two characteristics from her grandmother also. But these changes did not turn the wheels of human progress backward in the past—why allow them to perplex us now?

Instead, let us consider some of the attributes of our modern girl that have not manifested themselves very distinctly in the past. For instance, who does not admire the initiative, the poise, the common sense, and the earnestness of purpose of the girls of today. The flapper is turning many of our age-old traditions and codes wrong side out, to be sure and shaking them in the winds, too, but after the dust of centuries which is filling the air as a result of her activities has either settled or blown away, we shall be able to reap the benefits belonging only to a clean house. And some day she will treat the garments of our industrial system in the same manner. Can you picture the mothers of the next generation sitting idle in their rocking chairs after their working daughters have been told if they can't live on seven dollars per week to "get a friend." No, that condition cannot survive our "flappers" code of fairness. Let's hope that the flapping flapper may continue her house cleaning.

CHARITY ADVOCATES SCORED BY MOTHERS.

Recently the Merchants' and Manufacturers' Association was given a grilling before a legislative committee of Maryland by a group of mothers who opposed the association's plan to have the Department of Charities administer the Mother's Pension Law.

The business men said that "the fundamental principle and purpose of the bill (under charity administration) are so economically sound," that "the cost to the state is infinitesimal," that "it

lifts the mother and child out of the category of charity and puts both in the dignified position of being wards of a sympathetic public," that "It is the most practical as well as the most wholesome plan" and "will assure to a child a chance to develop under the guidance and devotion of a mother's love."

In answer to these generalizations, the mothers reminded the legislators of the attitude of these business men when mother's pensions were first proposed. Clear up to the time the law was placed on the statute books, these business men fought it on the ground that "it was unnecessary," "was too costly," "was socialistic," "was paternalism."

The mothers then asked: "Do these business men claim that a socialistic, paternal proposition can become immediately economically sound through the path of charity?"

"Mothers are the only ones whom some of the elements of society think should receive their pensions through charity channels. Soldiers, sailors, admirals, wives of presidents are given pensions through dignified, proper channels and retain their self-respect. Why not mothers?"

MAKE YOUR HOME A UNION SHOP.

Is your home a union or a non-union shop? Are you and your wife, when you spend your money, union or non-union shoppers? Those are questions of vital importance to you and to the entire labor movement of the city. If any product comes into your home which does not bear the union label; if any clerk or driver is permitted to make a delivery to your house who is not a member of the union, then your home is a non-union shop even though you carry a card in three different unions and have your dues paid six months in advance in all of them.

It is time for members of organized labor everywhere and it was time long ago, for them to consider how they are spending their money and whether they are running their homes on the union or non-union shop policy.

When every unionist's home is a union shop there will be a considerably less number of non-union shops in the industrial district and the retail district.

Now you will declare yourselves as opposed to the non-union shop. Look things over now and see whether or not your home is a non-union or union shop. If it is a non-union, get busy right away and straighten it up. There is no time to lose. If scab bread, scab milk or scab anything else is being purchased for use in your home, you are running a non-union shop.

Those who are selling to you, if you are not getting labelled goods, will complain that they can't get labelled goods. They can get them if they want to, and they will pretty quickly want to when they find they can no longer palm the scab products off on you.

Fighting with all its power to break the union is "big business." You are rendering aid and comfort to this enemy of the workers if your home is run on non-union shop policy and you are permitting anything to come into the house which does not bear the Union Label.

Make the home of every unionist in the city a union shop. Drive out the rat products. Start right now and it won't be long before the "open shoppers" will be completely vanquished.

So long as union workers purchase scab products, the enemies of labor will have fairly easy sailing. Make the road rough for them. Make your home a union-shop.

If we would raise the buying power of our wages, if we would enjoy the shop conditions made possible only in a union place of employment, we must learn to cultivate union precepts in our homes. If we won't practice union principles, how can we possibly expect this consideration of our bosses. What we have aimed to build with one hand we have torn down with the other. Since our personal desires are dependent on practical union growth, let's commence NOW to build our castles with material substantial enough to produce the kick that will unseat the bosses.—*Exchange*.



Easter Morn.

The blossoms spring up in newness,
The leaves begin to unfold;
And all breathe and speak enraptured,
Of a life and a love of old.

So, in our hearts should be rising,
Upon this Easter morn,
The new and glorious goodness
Of being "newly born."

Born of the one Great Spirit,
And knowing the word unfurled;
"Lo, I am with you always,
Even unto the end of the world."

JOSEPHINE ANSBROOKE.

Pioneer Days.

Perhaps his life looks not so grand
To the man who lives in a settled land;
But Nature grips with a solid hold,
And you can't entice him with fame or gold
To leave his shack in the forest glade,
Where the city and town are still unmade.

The trail is fresh, and the new-laid steel
Has many a kink, and you almost feel
That your task is doomed, when the muskies
cold

Warns you beware of your venture bold.
But, Oh, the joy when you make it stay:
How bright the dawn of the coming day.

Your work is hard and your hours long,
But you buckle in with a cheery song.
You keep in touch with the outside life
With its joy and pain, its toil and strife
As your sounder hums, but you answer back
"I'm happier here in my little shack."

And the pleasure and sport of this virgin land
F'll your heart with joy, as you tensely stand,
Your rod bent low with the fighting trout,
Or your rifle cocked when a deer's about.
What better fun can be found out there
In the smoky town, with its pavement bare?

Perhaps you think it soon would pall,
But no, for to him it is his all.
The narrow cramp of the city street
He cannot stand, and his eager feet
Soon lead him home to an open spot.
Does he envy you? Well, I guess not.

CHET. 2355.

The Call.

Give of your might and your muscle,
Give of your brawn and your brain,
Give all the best that is in you,
Asking for nothing again;
Up at the call of your comrades,
Scorn all suggestion of ease,
Fight for the freedom of toilers
At home and over the seas.

No geographical boundaries
Limit the Brotherhood call.
Freedom so sweet to the Briton,
Equally sweet is for all.
Freedom for all the world's workers,
That is the goal that is set.
That is the Labour objective—
Alas, that men should forget!

When the world's workers are welded
In one solidified whole,
Labour shall reach its objective,
Arrive at its envisioned goal.
Then the war drum shall no longer
Sound at the behest of Might.
Peace the whole world shall encircle and
Darkness give place to the light.
J. C. B. DURRANT, in *English Railway Review*.

To My Wire Friend.

When the circuit of years is broken,
And the locals of life grow weak,
May you then find that heaven of peace,
In the office that all men seek.

When the crosses of earth fade away,
And the grounds and escapes are no more,
May you not be afraid to report to your
Chief,

When you're cut-in on eternity's shore.

When the ledger of life has been closed
And life's balance-sheet handed in,
Pray God that no errors be charged,
In the auditor's column of sin.

When the fatal death-message is read,
And when Jesus calls you to say,
How the office he gave you was managed,
May you, in all truth, answer "O. K."

(From S. S. D., in *The Telegraph Age*, Sept.
1892.)

The Scab.

Wherever the bitter fight is on
For life against human greed;
When the workers rally ere hope is gone
That nerves for the valiant deed.

When the price is paid for in silent pain,
In want and the nameless dread,
And victory near, then scabs sneak in
Like ghouls that rob the dead.

They pluck from a vine they did not prune,
They reap where they have not sown,
With a canting look and a craven heart,
And a soul that is not their own.

In a darker age when the world was young,
This jackal human grew,
Skulked in the rear while the fight was on,
And preyed on the valiant few.

They snatched the bone from a woman's
hand,
And snarled at a hungered child,
Till the heroes perished from our land,
And earth's gardens became a wild.

And ever and ever, where human greed
Holds the human race in thrall,
The fight will be fought by the noble few
And the victory shared by all.

Then falter not till the fight is won;
There are only your fears to dread;
Though cowards sulk and scabs sneak in,
Like ghouls that rob the dead.

The W. Virginia Federationist.

Awakened.

Police court was in session, vags and drunks
were there;
The judge, in silence, listened to their sordid
tales of care;
To tales of cruel hunger, by wretched men
and old;
Blear-eyed and hopeless-looking, chilled thru
by winter's cold.

To others, younger, hardened, with shifty
eyes and mien,
With fingers trembling, shaky, the slaves of
dread morphine;
To a beardless boy, whose mother, grief-
stricken, pleaded low.
"Be lenient, judge; he is my boy; please,
judge, oh, let him go."

A cowboy with his chaps and spurs, was lined
up with the rest;
His boss was there to pay his fine, and take
him back out west;
The boss, a sad look in his eyes, gazed at
the wretched throng;
At those whose guilt, or weakened wills,
benumbed their sense of wrong.

And one there was among them, with vacant-
staring eye,
A vag, the burly cop had charged, as the
cowboy's boss drew nigh.
A startled look, a sudden thrill, and the cow-
boy's boss gazed long
At the vagrant's eyes, his vacant stare, at his
form still straight and strong.

Then stretched his arms toward him, toward
the trembling outcast there.
"My brother! Don't you know me?" Then
sank trembling in a chair.
The judge looked on in wonder. Was wrong
at last grown right,
While a clouded brain and mem'ry groped
blindly for the light.

Like a flash his name came to him; his face
lit up with joy,
As mem'ry, long so stagnant, returned to the
soldier boy,
Shell-shocked on field of battle, in world
war's cruel strife;
Discharged, and left to wander, a wrecked
and hopeless life.

The kindly judge then listened, while the
brother told that day,
Of a fruitless search from east to west, of
parents now grown gray;
Of money, spent like water, tracing clues the
country o'er,
For the boy, with mem'ry weakened, by the
cruel stress of war.

Four years the search, now ended, in a jus-
tice court, to where
A cowboy, crazed by moonshine, brought his
boss in mercy there;
Four years of shell-shocked weakness, cleared
up and passed away,
The news to gray-haired parents, by wire
was flashed that day.

GEO. CRYDERMAN.

Annihilation.

Up from the deep Annihilation came
And shook the shore of nature with his
frame;
Vulcan, nor Polyphemus of one eye.
For size or strength could with the mon-
ster vie,
Who, landed, round his sudden eyeballs
rolled,
While dripped the ooze from limbs of mighty
mold.
But who the bard that shall in song express
(For he was clad) the more than Anarch's
dress,
All 'round about him hanging with decays,
And ever dropping remnants of the past—
But how shall I recite my great amaze
As down the abyss I saw him coolly cast
Slowly but constantly, some lofty name,
Men thought secure in bright, eternal fame?
Charles Heavysege.

SMILEPOSTS

Our Anaemic Age.

The old-fashioned woman who used to have a big washing done by breakfast time now has a daughter who has to take a bottle of Pruneboozia every time she irons a two-by-two handkerchief.

Returned.

Mrs. Bangs—I want you to take back this lamp.

Salesman—For what reason?

Mrs. Bangs—Because it's just like my husband. It smokes, goes out and has a lot of brass.

Accommodating.

A London newspaper, hearing that a riot had taken place in a small Irish town, telegraphed to its correspondent:

"Send three hundred words riot." The correspondent wired back: "No riot; will arrange one this afternoon."

Quick Action.

"Tobe," I'm sorry to hear your wife has left you and gotten a divorce."

"Yessum, she done gone back to Alabama."

"Who will do my washing now?"

"Well, mum, I'se co'ting again and I co'tes rapid."

Earning His Fee.

"What is your present occupation?" inquired the doctor of a patient.

"I have no occupation," replied the invalid haughtily; "I'm a gentleman."

"Humph!" responded the doctor deliberately. "Well, it doesn't suit you. Try something else."

Expert Opinion.

An Atlanta man asked an old negro what breed of chickens he considered best. "All kinds has der merits," replied Caesar, after a moment's consideration. "De white ones is de easiest to find, but de black ones is de easiest to hide after yo' gits 'em"

The Use of Friends.

"I tell you what, there's nothing like having a lot of friends."

"I presume not."

"No, sir. As soon as I lose one job my friends hustle around and get me another, so as to prevent me from borrowing from them."

An Odd Business.

"Insurance people are queer."

"How so?"

"First, they convince you that you may die within a week to get you to apply for a policy; then they must convince themselves that you'll live for years and years before they'll issue it"

He Was Willing to Help.

The two ladies had been to the opera and were discussing it on their way home in the street car.

"I think 'Lohengrin' is wonderful," said the lady in the large hat.

"It's not bad," said the one in purple velvet, as she handed the conductor the fare, "but I just love 'Carmen.'"

The conductor blushed. "I'm sorry, Miss," he said apologetically, "I'm married. You might try the motorman, though; I think he's single."

The Optimistic Celibate.

The archbishop had preached a fine sermon on the beauties of married life. Two old Irish women coming out of the church were heard commenting upon his address.

"'Tis a fine sermon his reverence would be after givin' us," said Bridget.

"It is indade," replied Maggie, "and I wish I knew as little about the matter as he does."

Singed.

She had very red hair. A rude youth entered the railway carriage in which she was seated, glanced at her once or twice, tittered, and then edged away to a far corner.

"Excuse me, miss," he giggled, "but I must not get too close to you or I might get burnt, you know."

"Don't worry," she replied; "you are much too green to burn."

No Defense.

A police magistrate went into a store the other day to buy a box of collars. "The price has gone up since I bought my last collars, say eight or ten years ago," said the magistrate facetiously. "Quite true," was the answer. "Your own prices also have gone up. Ten years ago a fellow could get royally drunk for a dollar and costs. Now you 'soak' him \$40 or \$50." And for once it was the judge's turn to plead guilty.

Provided for Now

Bobby had been taught to remember all his relatives when he said his prayers. One night as he knelt at his mother's knee he failed to mention the name of a favorite aunt.

"Why, Bobby," said his mother, "you didn't say 'God bless Aunt Beatrice and make her happy.'"

"Well, mother," replied the youngster, "I don't have to say that any more. Aunt Beatrice is engaged."

A Shady Spot.

A very stout woman, bustling through a park on a hot day, became aware that

she was being followed by a roughly-dressed lad.

"What do you mean by following me in this manner?" she demanded, indignantly.

The boy hung back a little. But when the woman resumed her walk he again took up his position directly behind her.

"Look here," she exclaimed, wheeling angrily, "if you don't go away at once, I shall call a policeman!"

The unfortunate lad looked at her appealingly. "For goodness' sake, kind lady, have mercy on me, an' don't call a policeman. You're the only shady spot in the park!"

Third Time Unlucky.

A colored soldier in the American army in France was on guard for the first time in his life. A dark form approached him.

"Halt!" he cried in a threatening tone. "What are you?"

"The officer of the day."

"Advance!"

The officer advanced, but before he had proceeded half a dozen steps the dusky sentry again cried "Halt!"

"This is the second time you have halted me," observed the officer. "What are you going to do next?"

"Never you mind what Ah's gonna do. Mah orders are to call 'Halt!' three times, den shoot!"

How She Proposed.

Pearl had just become engaged, and Phyllis was naturally dying to know all about it.

"O, do tell me, Pearl!" she said at last, "how did Mr. Timkman ever pluck up enough courage to propose? He is so dreadfully bashful."

"O," exclaimed Pearl, "he seemed to do it easily enough! I merely asked him if he didn't think mother would make an ideal mother-in-law, and he replied at once."

"O, what did he say?" asked Phyllis.

"He said he thought she would," replied Pearl.

"What then?"

"Nothing. I just told him the kind of ring I wanted."



THE WAY TO DO IT.

I must say I agree with Brother Geo. Cryderman in his article in the February TELEGRAPHER "Against Labor Party."

We should get the idea out of our system at once, so far as getting the majority of the farmers with us in a new party. It cannot be done, at least not under the present situation.

We have had a nice little lesson on it right here in North Dakota, and the average farmer at this time does not see where he is going to get any direct benefit from being joined with the laboring class politically. The reason that most farmers give for this is that they must hire labor, and that it is up to them to get it just as cheap as they can, and that the laborer is their ultimate consumer, and that they must get all they can out of their products through him. Now, I am not arguing as to the merits of this because I know that they are wrong in thinking it under the present economic adjustment, but the fact remains that you cannot talk them over to your side, and the best way to get at this political game is to let whatever candidates, especially lawmakers and judges, who are running on the different tickets, know in no uncertain terms what they must do to get the Union vote.

We have plenty of Balance of Power in Union Labor to make some of these officials listen to us and do some of our bidding. The only way to get at it is to forget the party and vote for the man who will work for us. There are many ways of finding out what side the candidate is on, so far as we are concerned, and more so, when he is running for reelection. All one needs to do is read

and then study and think, sometimes it does not hurt to get your pencil and figure a bit also. If you cannot find out any other way, write and ask him just where he stands, and when you get his answer tell the world about it, the Union world, and if he is favorable vote for him and then watch him very closely. Let us go get our men this time. We can do it by concerted effort.

HARTWIG C. DAHL.

CUT FREIGHT RATES FIRST.

Most of the railroads over the United States are now asking for a reduction in the salaries of the employees and promising to hand the reduction on to the public in the form of reductions of freight rates. When they sought to reduce our wages before they promised the public the benefit of that reduction, but it did not reach the public. Instead, it was paid to stockholders, who were already making a good return on their investments. These same railroads have asked us to take another reduction, and this time they promise to reduce freight rates the same percentage that is taken off the workers' salary, but have we any assurance that this will be done? They say that the public is clamoring for reductions in transportation cost and the most of our members agree with them. We sympathize with the public, for freight rates are not just, and the high rates that the public has to pay is terrible, but if the railroad companies are trying to help the public why don't they reduce freight rates to the extent of the reduction which we had to take from our salary last July?

Today there are men wanting a job

in any capacity, for their families are in need of clothing and food, but they cannot find work. Many are committing suicide, for their love for their families is too great for them to undertake to live and see them without food and clothing. Just think of what a country we could have if the ones who are in power would wake up and permit those who wanted to get the wheels of industry to rolling, which would create jobs for every one.

At present Mr. Ford is wanting to help the people by purchasing and leasing the property of the government which is located at Muscle Shoals, Ala. He wants to sell the farmers fertilizer cheaper than any one can or will sell it. All the other producers of fertilizers are fighting him, because they know Ford will put them out of business. Mr. Ford says that he can put one million men to work if given the chance to do so. Just think of how many more men would be put to work producing necessities for the million men who would be working for Ford?

Now back to my subject on what concerns us mostly. I am in favor of accepting another reduction in our pay if the railroad companies will reduce their freight rates the same percentage that is taken from us, but unless this is done I am not willing. If freight rates were down we then could purchase necessities much cheaper, and this would equal the reduction in our pay.

It is claimed that if freight rates were low enough there would be more shipping done, and, of course, if business men could turn their merchandise, etc., over there would be a larger volume of traffic handled, and this would create more jobs for us everywhere, and more men would be added to the pay rolls of every industry.

Brothers, let's try them and agree to accept a small percentage through reduction, but make the railroad companies reduce freight rates first, and reduce them horizontally in the same manner and to the same extent. If we are to accept a reduction of 4 per cent, let rates be first cut to a figure 4 per cent less than now.

THE TELEGRAPH OPERATOR.

Just drop into a telegraph office and listen to the chatter of the telegraph machine and to the humming of the typewriter and wonder what it all means.

It is the telegraph operator at each end of the line that is running them with perfect cunning and ease while you look on in amazement and wonder.

It is the telegraph operator who for many a year has guided the handling of train orders that trains may go on their journey without fear

It is the telegraph operator who greets you at the window with a smile, yet, while transacting your business, his mind is on his trains all the while.

The Labor Board seems to ignore him for some reason, we know not what, but it's hoped in our next election labor will show them what is what.

J. C. OVERMIER.

TRADE UNIONS AND POLITICAL ACTION.

This article was prompted by several articles appearing in the February number, and there is little doubt but more will appear in all Trade Union publications in the near future since the threatened loss of American liberties is obvious to all who give but primary study to passing events. As usual, the greatest stumbling block to workers' political action has been a matter of tactics, instead of ends desired. Some advocating a distinct Labor Party and others championing appropriating the livery of established parties. This article defends or condemns neither method, but will say in the name of goodness give us something before the American worker is driven back to semi-slavery.

A study of history discloses the slave master and feudal baron had their greatest power in control of government. To legalize privilege and use the power of organized government to enslave the workers, and enhance property rights is with us in America today, with as much force as it was in the extinct empires of Rome, Greece, Car-

thage, Persia, Egypt and others built on slave labor. Within this last few years it can be truly said that slavery has been abolished in name, but not the thing. We now arrive to the point of difference between the United States of today and the slave empires of the long ago. The slave and serf of old did not have the franchise right that gave him a voice in the government under which he lived, and change could only be brought about through violent revolutionary upheaval. In our own country manhood franchise is almost general, and through it voters have practically endorsed the condition of injustice they are living under, and have none to blame but themselves.

Meeting a conservative railroad worker recently the discussion turned on present day injustice, and he had graduated into a revolutionary radical, now advocating throwing away trades union constitutions and by-laws and buying a gun. I informed him I would not trust him with it, since he did not know how to use his ballot right. I did not think he would know how to shoot right. At last election this same man voted for almost every candidate opposed by organized labor, and excused his action with the plea, "They were on my party ticket." He is now, with many more, hearing the echo of his blind partisanship. When the great laboring masses break away from this custom, then it will not be necessary to resort to deadly weapons. When workers will not boast that they have not cast their first vote, then they will not be victimized by injustice masquerading under the guise of law.

When every worker will declare, "I am first an American citizen, and I will declare my partisan decision when you declare your policy and its effect on the class to which I belong!" When he will answer the slogan, "Your party needs you," with "To hell with party only in so far as it grants equal justice to labor"—the politician will take notice. The free lance voter is the salvation of our country, when their numbers increase then organized and unorganized labor will be accorded its constitutional rights.

It will not be hamstrung and hog tied by Judge Andersons and more of that kind. We will not have Attorney General Daugherty using the Department of Justice (?) for coercion of the workers and smiling at corporate lawbreakers.

If the workers have not had enough this last two years let them still continue voting blindly, but the time has arrived, indeed it has long passed, when organized action must expand. When it must enter the political field. The old time slogan, "Keep politics out of the union" is obsolete since it has jumped into the center of organized labor and refuses to stay out. When the wrongs of the workers can not be solved by industrial action alone Let those who have used the power of State as a side department of corporate tyranny feel your strong hand in independent voting. Don't approve the destruction of your constitutional rights and the placing of shackles on your own wrists. Wake up and overcome the power of venal legislators, subservient courts, and purchased executives, the power of paid propagandists, and the millions of corporate campaign dollars, by the enthusiasm of organized numbers. From now on let it be your chief topic until the ballots are voted and counted. Don't let a single aspirant for office who has betrayed you in the past get by at the next election. Don't waste time and energy bickering over tactics. Where you can find a friend in the dominant parties stand behind him. If he is in neither of them then support one from the lesser political groups. If independent political action through a new party is necessary in any locality then support it. It is a general safe proposition to support a candidate from among the workers. Too long has the worker given franchise support to his political and industrial enemies on the supposition that only alleged intelligent and smart men should be in office. You have tried smart ones to your sorrow, now try dumb ones for a while.

Arouse yourself, use your ballot with discretion, and it will not be necessary to do as my friend suggests, "Buy a

gun." You have a powerful weapon, use it thoughtfully.

CERT. No. 10.

LEST WE FORGET.

Here is a few facts, some historical, some of the present, for the workmen of America to run through their thinking apparatus before the coming elections.

1917.

April 6th, 1917, every labor leader placed the great army of workers on the "Altar of Democracy." The laboring masses at once became valuable. They were needed for bullet makers, for bullet transporters, for bullet firers, and, last but not least, for bullet receivers. Every one did his bit. Gave ourselves and children to the God Mars. Subscribed for Liberty Bonds until it hurt (from our 43 cent dollars). Listened to five-minute orators while they described the foreign "Hun." Talked of making the world a safe place to live in. Cheered for a five million military line. Looked up to the flag while profiteers dug their hands in our pockets. Crushed a military despotism. Removed our headgear when the band played America and Star-Spangled Banner. Sung for America, cheered for America, and prayed for America, while organized dollars shook hands with organized workers. Captains of industry told us of patriotism and the blessings of democracy, and all answered "AMEN."

1918-1919.

At last we are rewarded with blessed PEACE (?) and all changed. The great working masses again became mere fertilizer to propagate the ambition of profiteers. Gary & Co. kicked over the altar of democracy and slew returned veterans who struggled for the democratic right to organize on equality with dollars and establish the eight-hour day in the steel industry. State governments ably assisted them with State Constabulary and more respectable armed thugs. The hand that patted you on the back when you marched off now was turned against you. We gave our efforts to

crush a military autocracy, and inherited an industrial one. The "Hun" was now a domestic one, and the voice that parrotlike talked of "Saving the world for democracy" and "A safe place to live in" could only talk of Steel, Oil, Railroad, Smelter, Sugar and Coal. "The trust me trust" had done its duty, to now be forgotten, and the beautiful war-time slogans were replaced by "deflation" and of the deflated Open Shop. The American Plan and wage reductions. The five million military line gave place to the five million bread line.

1920.

Trustified business, financial manipulators, greedy profiteers and political henchmen flocked to Chicago, and the bands played "Less Government in business." "The voters are still in the clouds of patriotism, here is our opportunity," threw the popular choice to the winds. "What care we for the peoples' choice? A deuce we can handle is better than an ace we can't." Same powers jumped on the first train for San Francisco, and played the same old game (the people were not looking), canned Wm. G. McAdoo, and set the stage for the final results, with millions for propaganda, but not one cent for justice. The gullible worker riveted his own chains. The Transportation Law (Esch-Cummings) takes place of Government control, and since then it is "Heads they win, tails you lose." Constitutional rights are cast to the winds, but what is the Constitution between millionaire friends. You are shackled by Government tribunals. Corporate powers have paid the price, and why not take the pound of flesh. Labor Board's decisions are for workers to obey and not for owners. Remember, we have Andersons a plenty, and Tafts by the score. "Go back to Normalcy (perhaps to the Stone Age), you working muts, you endorsed it all. We are coming again ten million dollars strong, and the campaign slogan shall be We Got Ours and You Got Yours (in the neck). Come, you meek partisan fools, place us in power once more and—we will give you more of the same kind." MACK.

REGISTER AND VOTE

Now you have a chance to help yourself out of the hole you stepped into last November by voting a straight ticket, regardless of who was on it. Hon. W. J. Burke, of Pennsylvania, aspires to the Senatorship as opponent to Pepper. It is unnecessary to go into his record; you know he is 100 per cent for the working man; you owe him your vote. Do not fail to register and support him.

In the February trainman's journal is an article by a Brother Denton on the A. B. & A. situation.

This brother advocates Union labor buying this road and show the public that it can be run without a drastic wage reduction. Sure, let's do that and distribute the stock among railroad unions only. Surely no one would refuse to purchase a share or two. I'd consider this a move in the right direction for bigger moves. President Manion of the O. R. T. is sure making a hard fight against reduction of wages. More power to our leaders. May they all fight as never before.

Now, getting back to election, railroad men and other workers hold the election of the proper public officials in their hand, and positively must at the next election place in office only those who are known to hand out a square deal to all, not a favored few. We can create such a condition by knowing who is who.

Read *Labor and know*.

I am of the firm opinion that a public officeholder should be nominated and elected by the people, regardless of whether it's to fill an unexpired term or a full term and this should apply from the President down. Appointments of millionaires to public office should be abolished and you'll all agree this idea is not a dream. It's coming to that and we'll get it if we register and vote.

Let's make next November a whirlwind of votes for him of the square deal.

TEN EYOK.

A SCIENTIST TALKS.

A telegrapher friend has been inducing me to read many of the very interesting and instructive editorials in recent issues of *THE TELEGRAPHER* and of your weekly newspaper, *Labor*.

Devoting most of my time to scientific matters, I had previously given little thought to labor or political matters, but thanks to these editorials and the news so well presented in *Labor*, I am no longer thoughtlessly overlooking labor affairs.

Perhaps you will remember that ten years ago, Senator Bailey, of Texas, predicted if conditions in the United States continued to change as much in the following thirty years as in the preceding thirty, the country would face a condition parallel to that of the French Revolution, but he told his Brother Senators that every evil then existing could be corrected without danger to the principles and policies upon which this republic was founded, and that it should be done.

Little attention was paid his advice or prediction at the time, but here we are experiencing very nearly the condition he predicted in one-third the time he calculated, and I note with much satisfaction that the labor leaders, agricultural leaders, and other progressives assembled in Chicago last week have planned their future political campaigns in just such a spirit. They demand only that we return to the principles from which we have strayed, particularly during the past two years, or to the plain, honest democracy that was good enough for our forefathers, and they should be supported in this fight by every honest American citizen, regardless of his party, section, class or creed.

Another event which impressed me ten years ago: A woman in Vienna had been sent to prison for three months for speaking disrespectfully of Maria Theresa, who died 141 years ago. How many Americans would hesitate to sneer at that Austrian law which protects any of the royalty from criticism, written or spoken, for 200 years after death, or

congratulate themselves upon the fact that they are citizens of a democratic republic? And how many of these same self-satisfied palm-rubbing Yankees realize how nearly we are approaching a similar state? Could they but read the *Congressional Record* every day, could they but read Senator Heflin's speech upon the floor of the United States Senate, February 28th, in which he completely riddles the defense of the Federal Reserve Board's deflation campaign attempted by Senator Glass, January 24th, they might learn how nearly the millionaire profiteering autocrats of our "land of the free and home of the brave" are approaching so complete a control of our banking system, and our railroads (to say nothing of their ownership of many congressional and administrative minions paid by the tax-paying public), and even now are powerful enough to make that Austrian law look actually democratic in comparison with the real ruin they can force upon American citizens who are brave enough to oppose them.

But, my friends, real progress depends upon one class of our voters, of whom enough can never be said in praise. I refer to the increasing number of reading, thinking, and consequently independent voters, the nightmare of the professional politician, and the star of hope toward which our country must look.

Our present government may be truly said to be "of the politician, and by the politician, and for the politician." That the profiteer benefits by this state of things is evident enough, but they pay well for it with the producer's hard-earned money.

The crooked leech-like politicians who fatten upon the money robbed from the public by the profiteering bankers, always appear to despise the independent voter, and delight in ridiculing any honest representative of the people, because they hate and fear both as possible causes of their own personal downfall. They will praise the "stand-pat" straight party voter, because upon him they depend for their own personal success in keeping the masses in ignorance

and subjection—in that "safe and sane" condition of which they blab during political campaigns, in that condition in which we now find ourselves—robbed hourly by the profiteers under the protection of the national government for the support of which we are taxed, every mother's son of us, and the daughters, too, for that matter, directly or indirectly.

After the straight partisan voter has insured the personal prosperity of the crooked political parasite through election, the people may wail (and be damned) over the high cost of living and other evils. Your parasite is busy consummating deals with Big Business through which the public may be plucked with less effort, and assisting others of his kind to place in high and influential positions men who can be depended upon to make graft safe, and real democracy all but impossible.

There are politicians who try to deal honestly with those who elect them, who try to really represent their constituents. Such men are not generally in office long. American voters have not had sense enough to keep such men in office. Big Business appreciates and pays well for the services of the grafter who represents the interests in Congress, instead of their constituents. If an honest Senator or Representative becomes troublesome, the interests' propaganda is mailed broadcast at the voters' expense, blackening his character and ability, and we voters throw the real representative out of office, like a set of fools, and vote a new reactionary into office to represent the profiteers and make further robbery possible.

Then there is another class of professional politicians whom we elect year after year—the fellow who may be honest in his convictions and actions, but who is a stumbling block to real progress, because he reached the age long ago when he could not absorb new thought. He views labor today just as they viewed workers fifty years ago, and he cannot change.

Most men reach the "closed mind" state at some time in their lives, the

age depending upon the temperament, environment and vocation of the individual, and for that reason it is important that we should send more young men to our council chambers.

If more voters would read such organs as *THE TELEGRAPHER* and *Labor*; if there were more readers and thinkers among the masses of our people, and consequently more independent voters, no party could afford to disregard the public needs, openly cater to the standard bearers of greed and corruption, or make party platforms and political promises which they expect to ridicule as soon as the "safe and sane" are safely elected.

It is solely through the independent voter that we may hope to improve matters.

Progress had an awful setback two years ago, but maybe it was all for the best. You have to knock knowledge into some heads. More independent voters may have been produced. The approaching campaign will show whether we are really fit for self-government.

Sincerely,

ALEEN, PH. D., M. D.

PUBLIC SENTIMENT.

If you would protect your own interests, your own welfare and your own future, you will, without further delay subscribe to the paper which is trying to protect these things for you.

This publication known as *Labor* has it within its power to secure for you what might be termed Organized Labor's Utmost Need, namely, public sentiment.

The majority of the people get their information from newspapers concerning industrial conditions, politics, cost of living, labor controversies, etc., and the majority of the people form their ideas and opinions and are influenced in their sentiments by what they read in the newspapers and other publications—practically all of which are controlled by those who are against the interests of organized labor. To such an extent is the public presented with such news and statements as to turn public sentiment against labor. You are no doubt

familiar with the various ways in which this is done. Two of the chief ones being that of straying from actual facts and truths, and the failure to voice to the public labor's side of the story.

There is only one way in which to combat and defeat a press which is working against our welfare, and that is, to place before the public a publication which prints all of the truth wherein our welfare is concerned.

Labor is the publication which will do this if given ample circulation, and every member of every labor organization should feel just as strongly obligated to subscribe to *Labor* and circulate each edition he receives to the fullest extent, as he feels obligated to be a member of his organization.

So let us enlighten the public and show them how they are being fooled and misled by those who are trying, unsuccessfully, to break organized labor. Let us show the public that their and our welfare and interests are one and the same, and when this is done public sentiment will be ours. Which will amply repay us in dollars and cents for the little \$1.50 per year which it costs us to give our publication, *Labor* a circulation which will enable it to secure for us, our "Utmost Need"—public sentiment.

CERT. 261, Div. 161.

DESTROYING FAITH.

Twenty years ago, Dr. Charles Fleischer defined democracy as "the organization of society on the basis of respect for the individual." He did not mean the individual profiteer. He meant every individual citizen. If this definition is correct, and it has not been successfully refuted, then we have swiftly strayed from the principles of real democracy—the democracy struggled for by our forefathers, striven for by all honest citizens since then, and the democracy for which our beautiful flag is revered the world over as the inspiring symbol.

Who is it that is destroying our faith in democracy?

Who is it that robbed the American

people by billions in the Liberty Bond transactions assisted by their control of the Federal Reserve Board?

Who is it that is responsible for the presence of American marines in Nicaragua, cowing the people and upholding a government distateful to its people, at the point of the bayonet?

Who is that deflates the farmer and destroys his power to purchase the product of the shops and mills, then when he has sold his product for less than cost, arranges to raise the price continually for the consumer in the cities?

Who is it that is responsible for the starving of men, women and children in the cities so that they may destroy the unions, so that they cannot buy the product of the farms?

Who is that destroys the business of the railroads by deflating the producers of wealth and then forces the workers and the deflated producers to pay the interest on railroad indebtedness and a profit to the interests?

Who is it that speaks through the highest court of the land and tells the citizens of New York that they must pay the gas monopoly what they want for their product, regardless of any local laws made by the people?

Who is it, on the other hand, who has the cavalry, coast artillery, deputy sheriffs and police out in Rhode Island to effectually curb the workers when they try to get a fair price for their product?

Who is it who speaks again through the supreme courts in a 6 to 3 decision, saying that the state of North Dakota must not enforce its law made for the purpose of protecting its farmers from continued robbery by the middlemen in that state, who buy their grain, because such enforcement would reduce the profits of the profiteers?

Who controls our supreme court, whose existence is paid for by the taxes of the whole people, and sees to it that practically every decision favors the profiteers instead of the people?

Who is it that made \$20,000,000,000 by profiteering during the World War, impoverishing the balance of the popula-

tion, and then threw a monkey wrench into our industrial machinery in the form of a general deflation policy to insure continued war profits and destruction of labor unions, becoming responsible for the deaths of the majority of the twenty thousand Americans who committed suicide in 1921?

Need I say that the great profiteering bankers are guilty?

Why do they do it? Because there is money in it for them, in one way or another, directly or indirectly.

Talk about "the dollar sign upon patriotism" in connection with the soldiers' bonus—why, if these autocrats ever did experience any real spasms of patriotism, you can depend upon it, it was a case of patriotism pasted upon the dollar sign, not the dollar sign upon patriotism.

How do they do it? How do they get away with it?

Because these big millionaires all stick together. No matter what they pretend, they care for no political party. They are truly loyal to no government. They worship nothing in the world but the dollar sign. They would rob Jesus as quickly as they would deflate you or I.

Wait. I am getting ahead of my story. The real reason is because we allow them to do it, because we fool voters support the daily papers, whose policies they dictate, and vote as their propaganda tells us to, instead of reading our own paper, Labor, and voting for our own interests instead of the interests of the reactionary politicians and profiteers.

Seldom, if ever, may the real producers vote their friends into office upon any one ticket. Don't be afraid to "split the ticket." Better be known as a mugwump than to be deflated by the bankers through your own government. Turn over a new leaf this year. Work for yourself and your class. Proclaim yourself an independent voter, and be proud of it. Glory in the fact that you have thrown off the chains of partisanship.

Strong partisan voters may generally be safely joked upon any subject but their politics. You may laugh at their religion, criticize their nation, state or

town. You may insult their wives, corrupt their sons, run away with their daughters; even kick their dogs, and still stand a chance of forgiveness, but cross them in their politics and you make enemies for life. That is the real hard-pan reason for our present condition. Such men are not patriotic citizens, they are not even defending any kind of real politics. They are merely rubber stamps for and loyal only to a certain bunch of politicians, and just happened to enroll under a party name which has become sacred to them through age.

Doctor Bowsher, the celebrated psychologist, says that all the common sense we ever possess we acquire before we are fourteen years of age; after that the case is hopeless. We fight every innovation, every new idea, and clutch with a death grasp the prejudices and the notions that we have acquired in youth, and that death is the great deliverer.

Is this true of all of us? Let us prove that it is not. Let us prove that Thomas Carlyle was wrong, too, when he said "Death is the most joyful thing in life," because without death there could be no progress.

E. Z. HAM.

A GOOD MOVE.

I think securing names of farmers is a move in the right direction. It can be made very effective through the distribution of our own propaganda, inculcating the true facts. Of course, we are aware that the railroad companies have frequently circulated their own propaganda which has a very strong influence on the farmers, as well as others. These pieces of velvet literature have been spread before them for so long that it has had a tendency to give them radical impressions of railroad workers. The ideas created through the capitalist will indeed be hard to counteract. However, it is well worth trying. We have everything to gain by it and nothing to lose.

The farmer represents a strong factor in the country today and is entitled to the truth concerning problems that af-

fects him so greatly. How many people have an intelligent idea of the rail workers? I have talked with several people regarding different matters relating to labor disputes and have met none that could talk clearly on the matter. Of course, they had read all about it—they thought they knew and would argue on the basis of the ideas obtained through the generosity of capital.

We cannot expect too much as a result of the spreading of our own statements after the "information" from the other faction has been so thoroughly distributed. We can, however, make a good impression and in time, I think, we will benefit by it.

Let our propaganda spread itself before the multitudes of misinformed, and may the result be to our credit. It is my hope that in the long run the grain will outrun the chaff.

CERT. 2427.

POLITICS AND UNION LABOR.

I have never before availed myself of the opportunity to express an opinion in these columns with reference to the various subjects so interesting to our membership, even though I have been a reader of THE TELEGRAPHER for nine years, ever since I have been in the railroad service, and have read with much interest nearly everything that has been written during that time, both in these columns and in the editorials. Many subjects vital to our membership have been discussed pro and con, and it is an evident fact that much good has been accomplished. The number and kind of editorials that are appearing of late are a thing to be proud of and are a veritable mine of information and inspiration to all of us. Our magazine has progressed wonderfully in the last nine years, and let's hope that we may see as much progress in the future. Education is a process of evolution, and evolution is what we want, not revolution. We evolve our rights through the process of education along the right lines. Our magazine is one of our means of education, therefore important.

In the past two years a great deal has been said and written about the labor vote. Our editors, our magazines, and several of our membership have had much to say about a solid labor vote. Many more of us, no doubt, have thought a great deal about it and said nothing, and about ninety-five per cent of us went to the polls last November and voted party. The result, you say? Very plain.

We are in the same old rut, and we are going to stay there until we change our method of marking ballots. Why did we do it? That's very plain, and, in part, is the subject of this article. We didn't do as we should because our evolution is not complete, we haven't triumphed over hereditary influences; we still cling to that old-fashioned, moss-backed feeling that "it was good enough for father, it's good enough for me." It hasn't soaked into our ivory noodles that when anything new is accomplished it must of necessity be accompanied by new methods of procedure. Our vision has been backward not forward, our thoughts of the old order of things not of the new. After all, we are only human, and tradition has been a thing most cherished in the hearts of men. You may say that you are proud to be a follower of Jefferson or Lincoln; that you subscribe to their policies of government and believe in them. All well and good. Their lives and their works should be an inspiration to any man; their memory is a living monument to true government. But many a dastardly crime has been committed by the wolf in lamb's clothing. We reverence those men, not so much for themselves, but for the principles for which they stood. When those principles are laid aside it is the parting of the ways. From present indications that is what has been done, and it is time that the people of this country realize the fact and take steps to meet the situation.

If any one should doubt that, temporarily at least, this government of ours has cast aside the principles so ably embraced by Jefferson and Lincoln, let them reflect on the happenings and

doings in government circles during the past few years. We have heard and read much about so-called "class legislation" and its effect on government. Especially was this so when the Adamson Eight-Hour Law was passed. Much has been said since that time and is being said now about the so-called "blocs" in Congress. The eight-hour law was for the benefit of the laboring man, the "blocs" are working in the interests of the farmer. Both, they say, are a menace to our government. How come? Can a government be a menace to itself? It would seem so. If the common laboring man, including the farmer, is not representative of this government, or should be, I don't know who is. He is in the majority and our government is based on the rule of the majority. Then who shall say that he must not have laws passed for his benefit? It resolves itself into the fact that a minority, and a small one, is ruling this country today. The railroads, during the war and after, never lost one penny. They couldn't because the people paid the bills and the losses. Today the farmer is broke. We guaranteed the railroads a net return on their investment (?) and paid dearly for it. We are still paying in an indirect way. The railroads, they say, are essential to our prosperity and must be protected. The farmer can go broke or go hang which ever suits his notion. I don't suppose he is essential to our prosperity. And then we talk of class legislation. We have it all right, but not the way you are led to believe.

Politics and Labor! How far apart these two seem. What possible connection has the politician with the laborer? The laborer has no pull, no money; he swings no vote. The politician pays no wages; he is not an employer of labor. May each go their separate way in peace? The politician says "yes", the laborer says "yes," by his actions. And so it has been in the past to the delight of the politician and to the detriment of labor. Why to the delight of the politician? Because he is left free to dicker with capital, the age-old op-

pressor of labor. He may not be especially unfriendly to labor, but labor has nothing to exploit but its vote. If that is not necessary he turns to lucrative capital. There he may gather rich plums for transgressing against labor; there he may be paid well for subduing "blobs" and eight-hour law advocates; there he may have a chance for a chair inside the ring of a government by the few for the few.

For every cause there is an effect. Because the laborer has been indifferent to concerted action at the polls the politician has and does hold him in contempt as a political power. The "cause" is non-concerted action at the polls, the "effect" indifference and non-recognition. This cause and effect proposition can and does work both ways. Suppose labor presented a solid front at the polls what would the effect be? Labor, as a non-partisan body, could control the balance of power as between the major political parties. Through the exercise of this power the "cause" would be the dominating of elections, the "effect" recognition of labor as a power in government. This brings us back to the question, How far apart are politics and labor? If we could lay aside our political affiliations, if we could educate ourselves to disregard hereditary influences and environment, if we could stamp out our political prejudices and sentiments we could say that they are very, very closely related. The politician might resent this attitude of labor, but what care we. "There is no sentiment in business" someone has said, and politics is business. It is a fight for the attainment of power, of glory, of success, or of all three combined, and is conducted along the same lines as a business for financial gain. Some "servant of the people" might take exception to that statement, but he would have a hard time disproving it.

To prove that there is no sentiment in politics or in business we have asked and have we received? No! We have been promised good things and then brushed aside when no longer needed. For centuries we fought singly, and as

a consequence ate the crumbs from the rich man's table. For years we have been organized and fought in unison, but fared little better. The time has come when, if we succeed, we must devise new means of attack. We have gained, but we have not won; the final punch is needed. We have that punch and the vulnerable spot is exposed. We, ourselves, are to blame if we fail to deliver the successful blow.

I lay no claim to being the originator of the scheme to advance our cause through the ballot. Much commendable work has been done along this line by our officers and others. It is necessarily an educational process, and there is much to be done. We must educate ourselves to believe in principle rather than party for this country is fast approaching the era of party dominance. That may or may not have been illustrated in the defeat of the League of Nations, just as you please, but it is a fact that many people exercising their franchise in this government of ours are placing party before our government. Political parties are a necessary part of our form of government, but when the leaders in those parties deviate from the beaten path of true democracy they should be called to account and told to go straight or get out. The common people of this country have the power to see that justice is done. It is conferred upon them by the Constitution, but, alas, it lies dormant and inactive. As the winter breezes keeps dormant the peach bud so does the highly paid "press agent" keep dormant the minds of millions of intelligent men and women.

W. R. REAVIS.

GOOD TIMES.

When the farmer is getting good prices, labor good wages, business good, and interest rates low.

BAD TIMES.

When the farmer is getting low prices, labor low wages, business bad, and interest rates high.

BOOST FOR GOOD TIMES.

J. C. D.

SOME QUESTIONS.

Why is it the Labor Board at Chicago is exempting the Trainmen and Yardmen from their wage investigation? Are the Four Big Brothers with their Young Brother too strong for the railroad officials? Are they trying to weaken the O. R. T. and maintenance organizations by first creating dissatisfaction?

Why were the wages of the traveling engineers, firemen, assistant superintendents not reduced in proportion to the agent's and operator's last July? Are their families more delicate and need more personal comforts than ours? Do their children need better educations?

Why does not Congress create a standard wage schedule for eight hours and make every employe work eight hours and pay an employe according to his ability? Why is it our Congressmen are always ready to present anti-strike laws instead of really trying to establish a system something on the order of the classified service that the different departments of our government have.

Last and not least, shall all operators and agents have to be sterilized so as not to have children to raise and educate, leaving future generations to be furnished by the high paid employes?

I am going to be honest and say I cannot find a satisfactory answer to the above. Won't some of the brothers try a few?

CERT. No. 288.

STRONGLY AGAINST.

On page 75 February TELEGRAPHER is an editorial, "Be a Citizen." I want to congratulate the writer on every word of that editorial except "Such statesmen as Bob La Follette." That particular individual should have been sent to Atlanta, Ga., with Eugene V. Debs. His disloyalty was even greater than Debs, because of his senatorial toga, but the cowardly Senate would not expel him because of the so-called senatorial courtesy. I have watched his career for years, and he has never accomplished anything except dishonor to himself and discredit to his nation in his attitude during the war.

He is a fault finder without a single remedy to suggest for betterment of the fault he so fluently points out.

I congratulate you on your splendid accomplishments for the Order and feel that when it comes to an issue as between capital and labor that all of your record has been along exactly the right line. And it is a real pleasure to follow you as leader, but I must draw the line, as I can not follow you in the support of such men as La Follette, Victor Berger and Debs.

I will stand by you till hell freezes over on the labor question, but God forbid, for the sake of civilization, that the above named men should ever receive any further honor at the hands of a down-trodden people.

SIDNEY C. MAHANAY.

SICK BENEFITS.

I have been identified with our organization in good standing for twenty odd years, and the thought has often occurred to me, Why would it not be better to have a fund available to help a man over the hard places than for him to have to die to get any benefit from his policy?

I have just been reading Bro. Burns' article in the January TELEGRAPHER, and wish to say that I heartily agree with him. As our organization is second to none in the country, I cannot see why we haven't made provision for sick benefits long ago. As Brother Burns says, "There are many brothers, through no fault of their own, who are unable to lay anything aside for a rainy day." And when they happen to fall seriously ill, as is very often the case, they find themselves and those dependent upon them stranded. This is very embarrassing to most men and especially to men who are deserving and try to earn what they get. Such men will suffer much before they will ask for aid of any one, even their closest friends. Now, if we are really a brotherhood we will not hesitate to take this matter up at once and put it into practice, for we see the need of such a fund every day, and it will make it so much

easier for a brother to accept help from a fund that he himself is subscribing to. As to the assessments I think that a man should be assessed according to the salary that he draws, and anyone receiving benefits from the fund should receive aid according to the number of his dependents. I hope that these little suggestions will not be received unkindly, for it is true that the souls of the men in any organization are reflected in the actions of that organization, and I feel that we should see to it that our brotherhood reflects brotherly love. The greatest philosopher that ever set foot on the earth taught us the lesson of brotherly love, and in the parable of "The good Samaritan" we see that he believed in helping a man while he was yet alive. Not to stand idly by and let him die, and then give him a fine funeral. The best time to help a man is while he is alive, for "the dead know not anything" and kind words cannot cheer a dead heart nor a fine headstone warm cold clay, but cheerful words and warm food come in mighty handy to the living.

So:

If you have any flowers to lay at my head
Oh! give them me now, don't wait till
I'm dead.

Let us follow the teaching of the "lowly Nazarene," and make our organization one of brotherly love, for "It is more blessed to give than to receive," and it will make better men of every one of us if we learn to love giving more than receiving. We can not go wrong if we follow the example of Him who gave always and expected nothing in return but brotherly love.

Love, if all the world was filled with love, no one would need to suffer, for we all would be ever ready to come to the rescue of our neighbor who had "fallen by the wayside."

ROSCOE C. TUCK.

THE AGE LIMIT.

Referring to my article in March TELEGRAPHER on "Remove Age Limit."

Don't you think it would be a good economical policy for us to work for the abolishment of the Old Age Limit for telegraphers? I believe it would add strength to our Order to do this.

It does not cost a man past the Age Limit near so much to live as it does a man 30 or 40 with a growing family. The man of 51 or over is usually beyond the age of re-employment, while the man of 30 to 40 is greatly in demand. How many around you are over 50?

Now I want to ask the younger members a question: Is it fair to our brothers past the limit to ask them to go on strike with us when they are making sufficient to care for themselves at the prevailing wage and would probably be satisfied with their employment conditions, and knowing they cannot secure employment other than common labor in case they lose the strike?

This question is a serious one to them. They have much more at stake than us younger folks. That's why I say it would add power to our Order to abolish the age limit.

In considering a strike, a man of 30 or 40 thinks even if he loses it won't be but a short time before he can locate permanent work. But not so with the men over the limit. He must consider what he already has, with the possibility of its loss.

Yet with the greater responsibility hanging on him our older Brothers are our bulwark of defense. They are among the first to obey the dictates of the majority in an extreme emergency such as a strike. For that reason we are duty bound to assist in lifting the axe from their necks. They, themselves, do not complain, seldom do you see or hear one bemoaning his lot. Some may even feel resentful at my efforts in their behalf, but I want to say that my only meaning is for their betterment and the strengthening of the order.

Ability, not age, should govern employment of telegraphers.

CERT. 744.

What You Read Is What You Are

Make no mistake about that!

You may imagine that you can read lying propaganda day after day without being influenced by it—but you will be dead wrong if you do?

You cannot take your propaganda or leave it alone.

Sooner or later it is going to get you, unless you safeguard yourself with the necessary antidote.

The influence of propaganda is cumulative. Little by little, day by day, it seeps in and chloroforms the mind.

As constant dropping of water wears the stone, so the constant, continued dropping of propaganda upon the human consciousness colors it, shapes it and forces it to action.

If workers have lost anything of value during the last two years, it is because of the bitter and unjust treatment they have received from the daily press, the periodicals controlled by employers, the engulfing stream of lies that has flowed out from propaganda mills until truth has been fairly inundated.

There is no sign of an abatement of this subtle attack upon workers. They are now facing the most crucial period of the entire labor movement.

If they are wise, they will take a leaf out of their enemies' book and do a little propagandizing in their own behalf.

For their own protection, they should be readers of publications that tell the truth and struggle for social and economic justice.

Every worker in this country should be a regular reader of

LABOR

**The Official Washington Newspaper of the
Sixteen Standard Organizations of
Railway Employees.**

It is published by the workers for workers. It accepts no advertisements and expects no profit. It has but one reason for existence—to tell the truth, to put the workers' case before the public, to counteract as far as possible the misinformation that is disseminated by those who would reduce toilers to the status of slaves.

The regular subscription price of LABOR is \$2.00 per year, but a special rate of \$1.50 is granted to lodges which subscribe for their entire membership, or appoint committees with instructions to solicit subscribers. To secure the club rate of \$1.50 per year, send your subscription either to the Grand Lodge, your Local Chairman, General Chairman, General Secretary-Treasurer, or to LABOR, 401 Machinists' Building, Washington, D. C.

Subscribe for LABOR today, using the coupon.

LABOR,

Machinists' Building, Washington, D. C.

I realize the need of a press that is friendly to the workers, and desire to become a regular reader of LABOR and send herewith \$1.50, covering a year's subscription.

Name

Street and No.....

Town or City.....State.....

I am member of.....

Make money orders and checks payable to Treasurer, LABOR.



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

Grand Division.

To All Members of the Order—

The following letter has been received from Attorney Thomas Byron McMahon, who holds Cert. No. 10 in the Grand Division:

"I have my original receipt for my initiation fee, namely, \$3.00, signed by Deputy Tobey at Meadville, Pa., and Division N. Y., P. & O., now Erie Railroad. I personally, at my own expense, organized Division 71 Meadville, Pa., and Division 163 at Buffalo, New York. The charters were signed by A. D. Thurston and S. O. Fox. While the Grand Division was in session at Seattle during May, 1917, I loaned to some delegate the charters of Divisions 71 and 163, and the photograph of our Denver Convention held on Pike's Peak during May of 1893. To my sorrow the delegate failed to return these historic documents. Please cause my loss to be published to the end that whoever has knowledge of the present whereabouts may seek and secure them for me."

Anyone having knowledge of these historic documents should communicate with me.

Please note that all mail for Deputy President J. M. Mein should hereafter be addressed to him at 551 Euclid Ave., Toronto, Ont.

Yours fraternally,

A handwritten signature in dark ink, appearing to read "J. M. Mein", written in a cursive style.

Grand Secretary and Treasurer.

New York, Div. 44.

The attendance at the March Division meeting was unusually light, due largely, no doubt, to the inclement weather, as well as the prevalence of grippe and "flu."

Detailed report was given of our conference with Mr. Baker, Feb. 17th, at which time an understanding was reached on a definite period of six months to be allowed an employee promoted to a position not subject to our agreement, after which period seniority only is retained, former position to be advertised as a temporary vacancy for the six-month period. The requests of our General Committee that our members be relieved from carrying mail and that Bay Ridge agency be advertised proved impossible of adjustment, and have been appealed.

By decision of the U. S. Labor Board a new overtime rule became effective March 16th, under which we are to receive straight time for all work up to nine hours daily, time and one-half thereafter. While this

is considerably better than the management was willing to grant, it will mean a substantial reduction in the earnings of quite a number of our members.

Not satisfied with the savings in labor costs already exacted, the financial interests in control of the railroads are now fighting for another wage decrease. Unreasonable as it seems, the Labor Board may give in to the influence of political expediency and authorize a reduction, which, passed on immediately in reduced transportation rates, will be supposed to create public opinion favorable to the party in power. It is our duty to thwart any such scheme.

This plan may not be followed out, but it is certain that strong influences are at work to force cuts in the wages of not only our class but of all classes, including train and engine service employees. On the Labor Board the three representatives of the employees are opposed by three representatives of the railroad corporations, and an equal number whose duty it is to work for the interests of the public. Thus our representatives are outnumbered two to one, and there is no need of further evidence that our safety rests in strong union organization, rather than to trust to the protection of such a tribunal. Bro. Manion's efforts to protect our interests in the controversy are known to you, and are being backed up by the various officers and committeemen of our Order.

In the face of so great a need for solid support, we have a few delinquents who seem to think that because they are short of cash they can better themselves by weakening the props that are holding up their earning power. And these *nones*! Why should they be allowed peacefully to enjoy the fruits of our efforts? We are taking the necessary steps to keep members informed of the few who persistently refuse or neglect to "come across." Every employe working in positions covered by our agreement is benefiting by the fact that we have an organization, as well as by the work of Bro. Manion and associate officers and the General Committee. When such employes fail to fulfill the obligation to support the organization of their craft, it becomes the duty of each and every member to adopt every available means to persuade them to do so.

Fraternally, M. O. HOWELL, G. C.

Grand Trunk Ry., Div. 1. Montreal Division and Terminals—

Have you as yet subscribed to "*Labor*," our weekly paper? One copy is sometimes worth more than the subscription price for one year, \$1.50, Canadian funds. Send me that amount and I will send it to "*Labor*" for one year's subscription. You are also requested, if you like the paper, to have your friends subscribe for it. We must let

the people know our side of labor affairs and not let the daily press tell them the other side only. Some papers are already aware of labor's progress and by their writings show that they do not like it. Whether they like it or not (and if they don't like it) it is one more reason why we should all subscribe to "*Labor*" and have as many of our friends as possible subscribe for it.

Delinquent brothers, if any left, should remember that their 1921 card has expired and should be renewed. Please send your current dues to Bro. Shaw, London, Ont., and M. B. D. dues to Bro. L. J. Ross, St. Louis, Mo. This is not the time for any organization man to drop his card. There are too many requests for reduction of wages and changes in the rules in the air at present to drop our trade union. If an organization has to be dropped, surely it is not the organization which protects your salary and working conditions.

Have you asked me for your list of the *nones* of the Montreal Division and Terminals yet? The list is ready and will be furnished you upon application. When you get it see what you can do with the nearest *non* to you. He is not paying anything to this organization and drawing the same salary as you are. Are you satisfied to pay for him? Remember, if he is not with us, he is against us. He may say he is not against us, but unless he has an up-to-date card in his pocket he is not with us. Treat him as such.

Bro. D. Campbell, barrister, 709 Electric Railway Chambers, Winnipeg, Man., is our general counsel. You may obtain from him and his office, free of charge, defence in any law suit arising out of your employment, legal advice of any character you may require. In the first instance you should wire Bro. Campbell facts of your case, and he will direct you by wire what to do until he can reach the scene of the case. When in need of legal advice write to him.

J. A. TARDIF, L. C.

Chicago Division—

Chicago Division has a few *nones*, and I want each member to act as a committee of one and help to line them up.

When one stops to think how much back time the organization has secured for them in past years, I cannot understand how anyone can stay out of the Order and still say that the Order has not done a thing for them.

When a meeting is called everyone that can should try and be present. These meetings are very important and if you wish to know what is being done for you, it is up to you to attend and put in your grievance, if you have one. The Port Huron meeting was very poorly attended by Chicago Division members. Those absent missed

some very interesting talks given by Deputy President Mein, D. L. Shaw, secretary and treasurer, and General Chairman J. T. Eddy.

The next meeting will be at Battle Creek, Mich., and I hope the members will turn out better than they have at last few meetings. Date will be advertised by 23 message.

Just now things are more topsy-turvey than usual. We are in a period of readjustment, and letters from brothers and sisters are coming in where offices have been closed, asking to have seniority protected while working as clerk until they can bid in some other telegraph position.

I want to ask the boys if they will write to me when little things come up and give me their views on the subject. It would help me to act more promptly. I am glad to hear from any of the boys at any time and on any subject. If you will do this we will be so much more able to understand each other.

D. A. CRUM, L. C.

Canadian Pacific Ry., Div. 7.

Farnham Division—

Assistant agents are well pleased with their new minimum and increase February 1st as against rates put into effect July 16th, 1921.

The brothers will no doubt be interested to hear that Bro. Ross has in hand matter of re-arrangement of certificate members of Division 7. Motion to this effect was passed at the Savannah meeting last year.

Several of the brothers have subscribed to *Labor*, a most valuable paper giving information on the important labor questions of the day which could not be got so promptly from any other source. Subscription for one year will cost \$1.50 Canadian funds, which I will forward along for any brother wishing to subscribe.

Brothers who have not already done so should square up their dues without delay.

Collection taken up among the boys on the division, also including some train, engine and track men, for Bro. Garlepy resulted in a total amount of \$247.75.

F. A. FOULIOT, L. C.

Philadelphia & Reading Ry., Div. 10.

Shamokin Division—

I noticed in the last month's issue the only item in for our division was one put up by our general chairman, and it put me to shame to think that with all his other work Bro. McNeill still finds time to keep our division on the map in *THE RAILROAD TELEGRAPHER*. I have been laying down on the job for the last two months, so I am going to endeavor in the future to get an article in each month's issue.

I suppose by the time this issue reaches you the new telephone dispatching system will have been installed and in operation.

I do not suppose the brothers will be very well pleased with the new way, but it is one of the modern ways of railroading and we will have to make the best of it. The only thing for each and every member to do when a new man or woman comes on is to get right after them and get them into the clear, so that we can keep our division in as healthy a condition as it is at present.

There is a movement of foot to the effect that there will be placed on the election ballots for the primary and general election names of men who have been and are now favorable to the labor cause, and each member of our organization should acquaint himself with the names of these men so that when it comes to the primaries and election he will know how to vote for his best interests.

I also want to remind you that you must not forget to register at the first opportunity so that you will be sure that when the time comes you will be assured of your right to vote. Now, brothers, don't fail to do this, because if we ever expect to gain anything we must put men in our state and government offices who are going to work for the majority of the people instead of the few as now.

H. R. CLARK.

Pennsylvania R. R., Div. 17.

Toledo Division—

The first half of 1922 finds the Toledo Division in good shape with the organization membership of all operators paid up except one, who feels an unwarranted grievance against all the membership and also the P. R. R., and whose uncharitable view is derived from forming too many conclusions without foundation. We hope this brother will see matters in a different light before the next write-up.

We have a few delinquents among the agents and every effort should be made to get this righted, as we are trying to get our schedule to cover them, and do not propose to quit trying, and to those who are attempting to place a negative thought into this class of our representation I will state that of all the agents on this division 75 per cent are up to date out of the 22 eligibles. It is the duty of each of us to preach the light to the remaining 25 per cent for, in our opinion, their case is not as hopeless as the anvil chorus would have them believe.

Under new agreement, where lists of levermen are exhausted and exclusive levermen positions are bid in by other employees who are on our seniority roster, the position is then in the same way as other positions; open in both ways in bid and bump. This applies to only the positions obtained after extra lists of exclusive levermen are exhausted, and the original levermen are still protected under our agreement.

The management agreed to place a copy

of the new schedule in our hands more promptly than it has accomplished it, and it appears that they have been awaiting some of the boards decisions to place them in the book. Those of you who are not subscribers to *Labor* should by all means get busy and take this valuable paper, and thereby keep in touch with the general situation given in unvarnished facts. A special rate of \$1.50 per year can be obtained for you by the local chairman.

We will arrange a meeting at Tiffin in the near future when the weather gets more settled, and another for the Short Line boys. Your presence in answer to the call which will be sent out for these meetings is demanded.

A. L. REINMAN, L. C.

Eastern Division—

In consideration of the confidence the membership has placed in me by electing me to the office of local chairman, I desire to thank them, and to pledge myself, God helping me and with the undivided support of the membership, to give them service, the best that is in me, to let nothing go undone.

Yours fraternally, S. J. KRAMER, L. C.

Pittsburgh Division, East—

I again wish to call attention to the proper procedure in grievance presentation. A grievance is never one until you as an individual make it. First write to the immediate chief of your department and send copy of letter and reply to chairman. It may be possible settlement can be made without Committee action. A Committee never originates a grievance or appeal; it only handles them when you have received a negative decision in your first appeal. Telling your troubles to chairman verbally is not the proper way. It will be necessary to adhere to the procedure as outlined in Regulation No. 7—*Appeals*.

In lieu of circular I ask you to read this and pass it along:

To the Membership—By the time this reaches you a copy of the Working Regulations should be in the hands of all. While it is not all that could be desired, it is the product of conference between your own chosen representatives and the managers of this Corporation, where every word, phrase and angle was the subject of discussion. Moreover, it covers the entire System—Branches and Main Lines—and eliminates many local practices.

Without the determined efforts of those who stood for organization in the past days of opposition the results of the present would have been impossible, and without organization it is just as impossible to function in the future. Only by organization can you establish organized dealing, only by organization can you maintain it, and the essential basis of collective effort is contributing and active members. Power rests

in determined and active numbers, and activity is just as necessary as contributing units. Without dues paying members, rules to govern could not be established; without dues paying members General and Local Chairmen could not be elected; without dues paying members you could not even hold a single meeting to discuss your industrial welfare; without dues paying members you could not read the lines published herein, and parallel with paying membership is activity. To contribute yourself and remove the imposition of the non-contributor, the burden of a non-member rests as heavy on you as it does on the General, or Local Chairman, and more so, since you come in daily contact with him, and make no effort to convince him of the wrong he is imposing on you and others. Like all organized industrial bodies we have felt the blight of retrenchment. Faithful members now without employment, many more only partly employed, has reduced numbers that must be replaced by those enjoying steady work, and who have benefited by our group efforts. If not amenable to verbal solicitation, then educate him, hand him your *Labor* (and if you are not a subscriber you are inactive), give him your *TELEGRAPHER* to read, it is published to assist you in work of this kind. To preach the gospel of organization you must show a zeal yourself before you can convince others. The efforts your chosen officials throw into organization is just the reflex of the energy of the rank and file. Members must be secured where non-membership exists. It is you who pay dues. It is you the non-member imposes on. It is you who must remove the imposition that comes close to you. The same applies to delinquents.

To the non-member—You occupy the unenviable position of enjoying rights and benefits others have secured. You sacrificed nothing, appropriated all. You have taken what your country would not permit—industrial citizenship without taxation. Invented numerous apologies that, to say the least, are rather flimsy, condemned the only method of defense yet discovered and offered no substitute for it. In the struggle for American rights of representation and majority recognition you failed to enlist; more persistent industrial soldiers have established recognition; your last trench of excuse has been shot full of holes. Now is the time to volunteer. Those in the front-line trench fighting your industrial battles expect opposition in the front and face it. It is your indifference and opposition in the rear that is the hardest blow. The dues you think you have saved will sooner or later come to haunt you in a loss.

To you all—There never was a time within the memory of those now living when those who labor needed the protection of collective effort more than the present. In a

world shot to pieces, the struggling masses bore the brunt of strife and in the so-called blessings of Peace they are rewarded by having every hand turned against them in the effort to compel them to bear the entire burden of reconstruction. Going back is a favorite slogan, and Normalcy (judging from corporate action) is returning to a condition of Semi-slavery. The entire power of government is appropriated by financial and corporate interests, and you are struck by the organized and well-directed power of corporate greed while shackled by the power of government (that some of you are responsible for). Victims of a dual application of Law through an alleged "Labor" Board. Chloroformed by millions spent in corporate paternalistic ventures (that in the end you always pay for yourself) and further victimized by millions spent in poisonous propaganda that turns those against you who economically should be your best friend—your retail merchant—who automatically goes up, or down as you go.

The Apostles of deflation desire to only deflate those who are already deflated. Deflators never deflate themselves. In the present crisis there is no room for slackers. All must rally around organized effort to divorce governmental rulers, and industrial masters of the present, and save future generations from revolution. The Liberty Bond of today is your Trades Union dues.

Send to W. M. Skinner, Room 71 Gunther Building, Baltimore, Md., for application blanks.

The following rates are effective Jan. 1, 1922:

Months.	Initiation	Dues		
	Fee	M. B. D.	6 Mo.	Total
Jan. and July..	\$10.00	1.00	\$6.00	\$17.00
Feb. and Aug...	10.00	1.00	5.00	16.00
Mar. and Sept..	10.00	1.00	5.00	15.00
April and Oct..	10.00	1.00	3.00	14.00
May and Nov...	10.00	1.00	2.00	13.00
June and Dec..	10.00	1.00	1.00	12.00

After membership is once established, Dues are \$12 per year, payable semi-annually, January and July 1st. In addition, the most reliable and cheapest Life Insurance in the Country can be had for a premium of \$2.40 a year on a policy of \$300.00, \$3.20 a year on a policy of \$500.00, \$7.20 a year on a policy of \$1,000.00. Industrial and Life Insurance in one.

J. H. McGRAIL, L. C.

Indianapolis Division—

I just wonder how many delinquents there will really be on the division this term. It does seem like we should be able to get by without having any of these. It sure is hard to understand why some of us will just let our dues go from day to day, putting

off paying them, until at last we are placed on a delinquent list, then the Local Chairman has to come around and either collect the money or keep after us until we decide to give it up. There are some, though, worse than that; they seem to estimate that little old six dollars about as high as they would 50 or 75 spent for anything other than organization dues, and then upon the first opportunity or alibi they decide not to spend it so foolishly as all that, and will tell you that they just cannot afford to spend six dollars for dues this time, etc.

No doubt you have noticed how good the Labor Board treated the company again as regards our conditions. Oh, I'll tell you, we have sure got a merciful bunch on that board when it comes to handing the employees anything. Don't see how they ever remanded the other propositions back to the company and employees for further argument; surprised they didn't finish the job while they were at it. No doubt they will get to settle them any way. The company is dead ready to take any and all things to the Board now, rather than come to any kind of an agreement with the employees' organizations. Wonder why?

I will soon get the delinquent list, and when I do I will be out after any whose name shows upon it, and I trust that I will have the assistance of the entire membership in having any who are delinquent pay their dues without further delay.

We have begun to hear wild rumors about the big strike of miners for April 1st, and what it will do for our men. Brothers, we shouldn't allow this to keep us from paying our dues at all. You have owed them ever since December 1st, and it certainly isn't right for you to sit on the fence waiting to see if you are to be cut off, then if you are to wait another month or two after going back to work before paying them. Let us all take enough interest in the welfare of our organization to pay our dues when they are due, and see that the other fellow does likewise. Our general and grand officers cannot wait until they see how all these things are coming out before they look after and handle our complaints and cases, and you surely know it takes money for them to work for us, and they get this money out of the dues which we each pay into the organization.

So let us get down to business now, forget all those old sneers and other personal grudges we may have hanging up somewhere in our mind, and, above all, let us keep our personal troubles and fights to ourselves, not scatter them broadcast over the division, for we all have realized long ago that there are some who are always ready to take exceptions to some of our small kicks and complaints, and make these an excuse to drop out or at any rate let

themselves go delinquent in the organization.

Again thanking one and all for their hearty support and assistance, I am yours again for a 100 per cent membership and a blank delinquent list, which, with your assistance, we can surely have.

WM. BUMP, L. C.

Monongahela Division—

The TELEGRAPHER has been without a write-up from the Monon Division for some time on account of the "Maginnis" appointed to this job refusing to make one up. During the past few months our membership has had the opportunity to hear Brother J. H. McGrall of the Pittsburgh Division, but did not take advantage of it, also those on the Southwest branch passed this opportunity up at Greensburg. It is worth a person's time to listen to this grand old man talk, and his write-ups for the Pittsburgh Division are excellent.

The new working regulations, which went into effect January 1st, have created quite a bit of dissension on our division and the Baltimore, but have simmered down now. On the Baltimore it was discovered that a trouble-maker was at work and it did not take long to put this trouble down. The schedule was not made for any individual division or individual, rather our committee took into consideration the entire Pennsylvania System and it is only natural that there were some things that were overlooked, but can easily be revised at some future date and criticism will not at this time bring any good results, but cause trouble that can be prevented. Through some of the rules not satisfying some of our membership they have elected to drop their membership in the Order. So far as I am concerned, it is to be regretted that we have some employees who are so narrow-minded, and they will have no representation before the management through the O. R. T. as long as I am Local Chairman, no voice in any matters that are put to the membership for any action and most of all have forfeited their membership in the Mutual Benefit Department and their beneficiaries will be the ones to suffer.

By the time this is printed in the TELEGRAPHER we should be in possession of the new working regulations personally. The reason that they were so long in being sent you was the wage scale being checked and rechecked and mistakes corrected before any of the copies could be printed. The agreement should be studied and be understood in every detail and then lived up to, and if the company does not do the same you may be satisfied that they will be called to account for it. A law that is not enforced should never be enacted and it is the same with this working schedule.

Since the schedule is effective there is no

reason that every employee of the telegraph department, coming under its provisions, should not be a member, except those employees who are only making a day or so in a pay, and it is the duty of every member working with a now to either try and get them to fill an application or enforce the motto that seems to be forgotten, "No card, no favors." Organize and stay organized, it is the only thing that has gotten you anywhere in the last five years. The Pennsylvania Railroad fought you hard enough to make the effort to win worth while now.

You members who have contributed to the flower fund should pay your dues up in it. Brother H. Bendel is ready to credit you with your monthly contribution and some of our members are in arrears.

W. R. JONES, L. C.

Renovo Division—

Last month seniority case of Miss Nettle Williams was under consideration. The facts are as follows: Miss Williams entered the service as a clerk at Johnsonburg, March 10, 1913, and on May 1, 1913, was transferred to the Telegraph Department and has worked as an operator ever since. Some contend that she should have rights only from the day she qualified for road service. This case was taken up by a solid O. R. T. committee in April, 1919, and it decided that her roster standing should date as May 1, 1913. She has so appeared on the roster ever since. A protest was made by several operators last January. Your committee has again carefully investigated the case and we can find no ground for disagreement with the former committee. Under Regulation 3-A-1—new regulations, she is entitled to seniority from the day she entered the service, regardless of what office she started to work in. Regulation 3-A-1 reads: "Seniority will date from the time of last entry in the service; will be determined by time accepted for employment by employing officer; be effective only when vacancies occur, positions are abolished or new positions created and be confined to each division or seniority district, except as otherwise provided in Regulation 3-A-2." Regulation 3-A-2 refers to office seniority in general, relay, dispatching and division offices.

We have another case now: the change in roster standing of Thomas Eddy. We have been unable to effect a satisfactory settlement with the division operator and today—March 16th—I am appealing the case to the superintendent. The facts are as follows: Eddy entered the service on the Philadelphia Division March 22, 1905, as an extra operator, if our information is correct. He was transferred to this division at his own request February 22, 1908. The latter date has been his roster standing for more than fourteen years. When the new roster, dated February 28, 1922, came out, it was discovered

that his standing had been changed to show March 22, 1905, the date he entered the service on the Philadelphia Division. I immediately took the matter up with the division operator. He attempted to justify his action by the two following propositions: That Eddy was transferred to this division at the instance of the company; and that, regardless of this, he could give him seniority under Regulation 3-A-1. We have exchanged several letters without result. So today the case will go to the superintendent. I fully expect to win this case.

All laboring men should get behind Bro. Burke for United States Senator. He is a candidate for the nomination on the Republican ticket. He is deserving of all we can do for him. No intelligent working man will be peppered or cowed this time. Burke's election is assured if we all do our part.

All who have not subscribed for *Labor* should do so at once. It is your paper and costs but \$1.50 per year. The information you need to vote intelligently is there in large doses.

A. PEWTERBAUGH, L. C.

Philadelphia Division—

Since our schedule went into effect January 1, 1922, Local Chairman Leyder and his assistants are busy keeping the local affairs straight. These small irregularities are very important, and keep constant looking after, as quite a few had to be turned over to the General Committee, and we hope to see them straightened out in the near future.

The schedule on the Pennsylvania Railroad Lines, East, is something we are proud of, and as it has not pleased every one, yet it is a beginning and every member should boost. We have a number of what I'll call Industrial "Parasites" enjoying the privileges we have granted without them making any investment, and yet they ask, what has the O. R. T. ever done? It has carried them along, it has given them a fair living wage that we, as members, have paid, it has done that much that it should not have done. "What shall it profit a man if he gain the whole world and lose his own soul."

The Local Board of Adjustment is checking up the various positions and as soon as this is completed we should have our schedule in book form, also the balance of conditions which could not be agreed upon by the committee and management should be settled by the time this is in print. Anyone having a grievance should report it in writing to your Local Board of Adjustment, and we invite you if you know of anything not proper to report all cases at once. Don't forget the meetings every second Friday in the month in Harrisburg. Get after the *wons* and boost the O. R. T.

"VERITAS."

C., M. & St. P. Ry., Div. 23.

Wisconsin Valley Division—

Our new rules made effective March 16th gave the railroads another "pound of flesh."

One-man jobs took the count the hardest. The L. B. made a high ball run in handling rules. Now, after they sidetracked pleas for increases, the railroads contemplate expedited service on the "down" grade.

What comes home to me strikingly is the state of apathy which seemingly has befallen us. February *TELEGRAPHER* gave proof of this. Write-ups fell off, and nearly everywhere frantic efforts were made to revive the members. What a funny thing life is. Today isn't as dramatic as 'twas dreamed eighteen months back. Trivials of our past linked with fear of the future are cross wires that entangle our hopes and expectations, leaving us afraid of our own wilted impulses. Too easily we are tilted from our pedestal of hope. The aspect of the unemployed looms a spectrum which ensnares our thoughts. Concentrate yourselves, boys. Organize your thoughts. Are you doing anything to sidetrack propaganda or are you absorbing some of it yourself? In every town are radical, foggy-brained veterans of normalcy. The more illiterate take much stock in arguments of such men. Misapprehension in the mouths of fools is like fire brands in the hands of an incendiary. It's up to you to help extinguish the flames of lying propaganda.

Our floral fund, created March 13, 1921, carries a balance of \$26.35. Its purpose was to dispense with special collections and to expediate our offerings of tenderness. Likewise to alleviate possible embarrassment so often experienced where contributions are overlooked; where collections are slow and not forthcoming. Our floral department has been more or less experimental during the past year. We all realize its defects and are going to overcome them. We will appoint a special committee for this work. They solicit your valued service. Members in places where greenhouses are located are best fitted to maintain this service. Wire anyone of them and it will be promptly acted upon. All bills will be tendered our fund trustee, Bro. West, for payment as heretofore. Co-operation is all that is necessary to bring it lasting success.

CERT. 994.

Stout City and Dakota Division—

Have you noted the wonderful transformation of this publication? Many members on this division tell me they read the *TELEGRAPHER* from cover to cover and cannot wait for the next issue. This process is bound to make a progressive out of the worst reactionary. The rearrangement of the handling and production of this organ was doubtless one of the best moves made at the Savannah convention. Proper education of the masses along right lines will do much toward solution of the problems of the day.

The joint meeting of Telegraphers from the I. and D., Aberdeen, S. M. and S. C.

and D. Divisions at The Widman Hotel at Mitchell, S. D., evening of February 18th, was full of pep and a success from every standpoint. Here's hoping it will not be the last.

General Chairman, Bro. Kirby, G. S. & T.; Bro. Derrickson; Local Chairman Bro. Vanderhoff, of the Aberdeen Division, and the writer, as well as many of the brothers present, addressed the meeting on topics of interest to all. Bro. Krumm, local chairman of the I. & D., advised that, owing to a bad cold, he could not be present and Bro. Turner, local chairman of the S. M., felt that it was too far for him to come. We missed both of these brothers.

Following are names of the brothers present, in addition to those mentioned above: I. & D. Division—S. P. Stahley, J. W. Simon, W. D. Bowers, L. W. Abbott, A. F. Mikesh, J. W. Shelby, L. L. Long, and O. M. Morton; Aberdeen Division—A. D. Loetcher, T. W. Scanlon, E. F. Cashman, and E. L. Williams; S. C. & D. Division—C. O. Johnson, A. J. Gorman, K. L. Everett, J. C. Max, G. V. Kohls, Chas. Whitham, L. J. Maron, Geo. Thorpe, B. Helvik, G. E. Ferguson, G. H. Colembé, C. C. Bowers, C. R. Fletcher, H. El. Brann; and E. R. Doering.

The Labor Board has given its rules decision. It is not necessary that I ask you how you like it. It will do us no good to get excited over it, suffice it to say, that this is simply another jar or jolt that should assist in waking us up. Will we turn right around now and kiss the hand that skins us by voting that same bunch back into power as some of us, in fact a whole lot of us did, at the last election? How many times do we have to be knocked down before we take a hand in this game as citizens and as members of our labor organizations? When general passiveness and languidness is done away with, and each individual workers gets in the game seriously and earnestly, and thinks, then there is going to be something doing. Stay by the ship, the game is getting interesting; there may be some real excitement after a while if this awakening process continues.

The matter of clean offices and station buildings has been up several times lately on this division. It would be well for all agents to read the schedule provision on this matter. An agent should try to have his station buildings cleaned. If he cannot get it done, he should promptly notify the superintendent, keeping a good file on this matter. It is up to him to see that they are kept clean, and if he cannot get by, make proper report of the conditions and reason for same. He does not have to do this work personally, that is, such work as the schedule covers, but he should see that it is done, if possible.

Have you acted on the request of President Manion on page 108 of the February

TELEGRAPHER? If not, get busy at once and send in your list of names and addresses of officers and active individual members of farmers' societies in your city, town or neighborhood. This is a step in the right direction. If the members will act on this request, and do it now, it will mean much to all of us. If only a few comply, it will not get results. Every member should get his list in at once, if not already done. Get busy.

WARREN E. BECK, L. C.

St. Louis-Southwestern Ry., Div. 27.

Am pleased to advise that most all of the delinquent members have remitted for their cards and we are again standing near the 100 per cent in membership and up-to-date.

In the present crisis confronting organized labor, each individual will do well to stop occasionally and ask himself a few questions. Why not take a long steady look into the mirror and see if some of the criticism you direct at the other fellow should not do a boomerang and come back to you?

What are you doing to help build up your division?

Do you read your own magazine?

Do you subscribe for and read *Labor*?

Do you post yourself on your contract?

Do you pay your dues promptly or wait until you have been notified two or three times before paying them?

Do you see that the fellow you work with every day is lined up?

Did you ever notice that the man who knocks the loudest and tries to pick flaws in what everyone else is doing has a reason for doing so—to cover up his own misdeeds and lack of efficiency.

P. D. NEISLAR, Gen. Chairman.

Seaboard Air Line Ry., Div. 28.

E. C. Division—

Mr. Suals was presented with a beautiful pair of solid gold cuff links with Shriner emblem on one side and his initials monogrammed on other side. They were indeed very beautiful and the best that could be gotten for the price. I secured them at wholesale price for \$23.00. Having initials monogrammed, 75 cents. Total, \$23.75. I tried to secure the best thing possible, although a small present. The following contributed toward this: Ramsey, 50 cents; Orr, 50 cents; Hall, 50 cents; Fairley, 50 cents; Clanton, 50 cents; Parker, 50 cents; Newman, 50 cents; East, 50 cents; L. R. Bell, \$1.00; W. T. Pullen, \$1.00; Ackerman, \$1.00; G. D. Hutson, \$1.00; Gauerry, \$1.00; Wilson, \$1.00; W. W. White, \$1.00; Blount, \$1.00; Duke, \$1.00; M. A. Bell, \$1.00; Booker, \$2.00; Russell, \$2.00; Wilkerson, \$2.00; Coney, \$2.00; Richardson, \$2.00. Total, \$24.00. Sorry the papers did not get around to all the boys, but those that received paper responded splendidly. Many thanks for your co-operation. We all wished

friend Charlie the best of luck. We regretted to see him leave us, but are glad to see him do better.

Now a few words on other subjects. At this writing I am very glad to say that the boys are paying up splendidly, and only a few more and we will be 100 per cent in the dues paying line, with only a couple of *nows*. They have been that way for years, so we should worry. They seem to be hopeless. Thanks to Bros. Glover, G. D. Hutson, R. L. Wood, and Belger for their promptness in filing application. Have you written your Congressman or Senator for a copy of Dr. Warne's, Hines' and McAdoo's presentation before the Interstate Commerce Committee of the Senate on Railroad Revenue and Expenses? If not, do so today. It will be interesting reading. I have just received a copy from Senator LaFollette and it is certainly good reading matter. You may secure copy by just writing your Senator or Congressman. If they say copies have given out, ask them to have more printed. At this writing our president is before the Labor Board in Chicago to show cause why our salaries should not be further reduced. We are also looking for decision on our working conditions any day now. Bro. Manion made a very strong speech before the Board a few days ago in regard to the eight-hour day and punitive overtime. He showed the Board where under the eight-hour day and punitive overtime, operators worked 27,375,657 hours less in 1919 than in 1917, and 22,478,574 less hours in 1920 than in 1917, notwithstanding the fact the railroads handled more ton miles of business in the years of 1919 and 1920 than in 1917. Bro. Manion also brought out many other things of great importance before the Board. If there is any justice in the Labor Board we should not suffer any further cuts in pay, or any change in working conditions. Have you stopped for a moment to figure the difference in our pay now than in the latter part of 1917 along with working agreements? Figure this out, and you can readily see where we cannot afford to accept anything less favorable than we now have. Where is our fifteen days' vacation, which was allowed prior to Government control, and many other things that we had at that time?

Brothers, pay your dues and support your organization and officer's to the limit. A word to the wise should be sufficient.

With best wishes, I am,

J. M. RICHARDSON, L. C.

D., L. & W. R. R., Div. 30.

In our travels in and out of the city we often run across out-of-town brothers and in almost every instance the first inquiry is, "What's the dope? What's going on?" There are many brothers holding day positions whom we never see at the meetings

that are called at convenient points. If those brothers could only arrange to attend these meetings they would get the dope at first hand and know authoritatively what is going on. General Chairman Farley has been present and presided at every meeting held in Scranton in the past year and always favors the brothers with all the knowledge of affairs that he possesses at the time, as well as opening the meeting for questions. However, it is far more encouraging and inspiring to address twenty or thirty brothers than it is to speak to eight or nine. There are many matters concerning the future welfare of the O. R. T. on the Lackawanna system that is keeping our General Chairman exceedingly busy these days and there are times when he would like the sentiment of the boys on some questions which could promptly be obtained were they present at the called meeting.

Many of our younger brothers holding tower positions are approaching the coming wire test in July with fear and trembling.

A wire test for young operators, if properly conducted, should consist of the plainest Morse at about 25 words per minute, figuring four and one-half letters to the word. It should not be very hard work to attain that goal by July with the start you now have.

Many of the agencies have been assigned split tricks operating between the agent and the helper. Some of the changes seem very inconsistent for the good of the public and the freight they may expect in good order. For instance, one station is closed from 12:15 p. m. until 3 p. m., with the local freight due at 12:30 p. m., and usually arriving from one p. m. to two p. m., unloading flour and similar merchandise, subject to damage in inclement weather.

Bro. Chester Voss, who same time ago was promoted to the ticket office at Scranton Station, was recently relieved of this position account retrenching the forces. Although, from a schedule standpoint, not entitled to it, he was permitted to return to his former position at Berwick ticket office. The general sentiment of the brothers there is that inasmuch as it was through the persistent efforts of Bro. Voss that we have an O. R. T. on the Lackawanna System today and the fact that has some twenty-five years' rights, the exception to the schedule, too, should be allowed. The extra brother who took Bro. Voss' place has only two or three years' rights and has nothing in comparison to lose should he waive his claim.

CERT. 589.

C. & E. I. R. R., Div. 34.

Chicago Division—

There has been more or less vehement discussion over the two Brazil District employees who did not actually place themselves after having signified their intention of protecting a position on one of the other dis-

tricts of the Chicago Division. The positions referred to are third trick at Jackson and second trick at Yard Center Electrical interlocking tower.

When the meeting was held in Danville, December 10th, to arrange for the placing of Brazil District employees in the telegraph department, as per article in previous issue, there was not a person present at that meeting who could positively state whether he would actually protect the position he received or not; in fact everyone concerned presumed that the positions would be protected as per list. There wasn't a railroad official, or officer of our organization but what firmly believed the men would place themselves in accordance with list mentioned above. And their belief was borne out by the fact that out of all of the assignments, only two failed to place, they being Hufty, not taking second at YC Tower, and Dillman, not taking third at Jackson. This left Nolan on second at YC Tower and Church on third at Jackson, both of whom are younger men than others who were "bumped" but as neither of these latter men had actually been displaced, the committee ruled that they would retain their positions. It is a peculiar situation, one that would probably not arise again in several "moons," but the committee having no specific rule, nor a C. & E. I. precedent, merely used their "horse sense."

Am not familiar with the reason for Dillman not protecting third at Jackson, but I do know that Hufty spent quite a while in the Yard Center Tower endeavoring to familiarize himself with the various moves, etc., and finally decided to bid in the job at Hillsdale and later going to Hoopeston.

Will be glad to hear of any views to the contrary of my article here that the membership may have. I will, however, request that they sign their name to the criticism. Address same to Dolton, Ill.

P. E. HAMPTON.

C., R. I. & P. Ry., Div. 35.

Iowa Division—

I recently sent out three copies of a recent ruling as to "bumping." One copy to go to all offices on east end, one copy to cover west end, and one copy to cover central part of division. Hope you will all study carefully. Still better if each of you will make a copy of it so you will always have the dope.

The award covering rules was rotten, all agree, and inexcusable. The Board should take warning not to crowd the workers to a point where they feel they have nothing to lose. History's pages record numerous instances where that has been done and resulted in what makes very interesting reading. The roads have nothing to gain by imposing upon us. A dissatisfied employe is not worth half what a satisfied one is. We

can make or lose the company money. We are the first buffer between the carriers and the public. We can see or not see lots of things that mean dollars to them.

The real object is not so much to reduce operating expenses, as reports prove they are making splendid profits and are not in distress, but to do away with our organizations. They know there are some feeble-kneed members who will desert their colors soon as all does not look the way they want it to, while others have the official bug and can be led away from the path of duty by flattery and gentle hints of promotion. A few are afraid of being discriminated against if they retain membership. Get away from that stuff. A very cowardly trick to drop out now because you just want an excuse, or because you are afraid of discrimination. Your co-workers will have a mighty poor opinion of you for it, too. Don't listen to the hum of the official bug. You are well known, and if you were to be promoted to an official position, it would have happened long ago. You are not new here. Those are all old tricks, but verily "the pestilence walketh in darkness and the destruction wasteth at noonday." The only logical thing we can do, the only escape is to show our colors and stick. Labor is being cruelly crucified, but if we refuse to die we will never be buried.

Am asking the membership for a free-will offering for the purpose of having a bronze tablet placed in the lobby of the Chicago Hotel where the Republican Presidential nomination was made in 1920, so that future generations may be inspired by the record there made.

Present regime is appealing to the people of the country to "have confidence." Confidence is all that is needed, we are told. We admit it has been a confidence game for over a year, but whom do they expect us to have confidence in? Surely not in them. Let us have confidence in ourselves, to back our own judgment by voting for those we have reasons to believe will give us a square deal, regardless of party. One encouraging feature, as I see it, is that they are so brazen and open about their misgovernment that the dullest ones can see it plainly. To vote to continue this thing would be to place our stamp of approval upon their making this country the land of boodle and the home of the slave. H. N. DUTTON, L. C.

C., B. & Q. Ry., Div. 37.

Casper Division—

Someone has remarked, "The O. R. T. is of no benefit to you, nor I, nor to anyone except the boomer." He has forgotten that his present wage scale and working conditions were brought about through the efforts of our Order and he has surely not taken into consideration what is in store for us unless we hang together. We've not traveled

this route before so there's no way to judge what is ahead except from what we have already gone over and a large percent of us cannot look far enough back to realize what the O. R. T. has done since it was organized. Ask some oldtimer, though, and he will probably tell you that a return to the oldtime working "agreement" would make a boomer out of anyone.

Another fellow asks "where he gets twelve dollars' worth of good out of a card per year." An accident policy doesn't pay dividends every six months—it may never pay you anything—but the protection offered is satisfaction enough to justify carrying one, and the protection of our prosperity by the Order should be satisfaction enough to justify carrying an up-to-date card. The value of an individual policy depends upon the strength of the company and the strength of the company depends upon the number of policyholders. Likewise, the value of your and my job depends upon the strength of the O. R. T. and the more cards we get into circulation the more worth we get from our own.

Remember the definition for "good standing" printed at the foot of our 1922 greetings card. Those of you who are still delinquent, make a special effort to pay up before you are too far gone. CERT. 2752.

Ottumwa Division—

It has been brought to my attention that some of you are using company stationery to harass the *nons*, and the officials of the company have taken exceptions to this, also to the use of the company wires to line up the *nons* on company time. All correspondence pertaining to O. R. T. matters should be handled on other than company material and forwarded U. S. mail. I do not want to see any of you boys get in bad through mishandling of correspondence. However, we must keep after the *nons* and get them in line. I will be glad to furnish a list of them any time to anyone.

Pay your dues promptly so as to be in good standing at all times, and save your local chairman from writing you after you become delinquent.

O. E. McBRIDE, L. C.

Sterling Division—

Brothers, please make a campaign and let's get the delinquents up-to-date. It is shameful to admit it, but on March 1st we had twelve delinquents on this division. What's wrong? Wake up and get them in without further delay, for you all know they bring you thousands of per cent in return.

There is only one time for you to pay this debt to your Order, and that is on January 1st and July 1st, and the best time is on January 1st for the entire year. If the members knew the conditions as do our representatives there would not be a delinquent

in the Order. Not if the *nons* had the intelligence to absorb the real meaning of the propaganda put out by various industrial organizations for no purpose other than to inveigle the over-credulous *nons* into the belief that their interests will be well cared for by those who are un-American enough to put out such damnable tales for the purpose only of swelling their coffers.

The time is ripe now for every man who labors for a living to wake up and give to his organization his whole support in every way, both moral and financial.

Those of you who have not already done so, subscribe for *Labor*. You will get more actual facts from one issue of it than you will by reading your daily papers six months. Get it and read every line and see what our lawmakers in Congress are *not* doing for us, and what they *are* doing for the railroads.

As the wise sage has said: "United we stand, divided we fall," and you all know that to be an actual fact. Therefore, let us stand solid for our organization no matter whether we like another member or not. Remember he is doing his duty as he *sees* it. I know there are a few members on this division that do not like me personally, but it is impossible to please everybody. Do not believe everything you hear. If you will come to me with your troubles and grievances, I will help you adjust them, but when you do not give me the dope, I do not have anything to work on.

We are all working with the same object in view, a respectable living for ourselves and families, which we have a perfect right to, and *not* a hand-to-mouth half clad, half educated living. We all want a home where we can enjoy ourselves, raise and educate our children so they will be respected by the world, and if we are all real red-blooded men and *stick together*, we will have these things, for in *union* there is strength; anything else is weakness.

F. A. SENSE, L. C.

Creston Division—

You, no doubt, have all read in the papers the decision of the Labor Board. While it was against us in its decisions, we are *not* yet stung very badly.

I wish to speak a word on the annual *pass* question as so many do not seem to understand it.

As per ruling of our general manager, no agent who has not been actually employed continuously for ten (10) years is entitled to annual pass. An agent leaving the capacity of agent, and taking up position as telegraph operator, is not entitled thereafter to an annual pass. Please bear this in mind. We, I will say Brother Denton, has tried on several occasions to induce our president to extend the annual pass to telegraph operators who have been in continuous service the

same length as agents, but without success. Please understand that this annual pass is granted as a favor by the railroads to agents, and not gained through the Order of Railroad Telegraphers alone—they helped.

Labor all the way through the decisions of the Labor Board has suffered a severe set-back, and it is hoped that in 1924 labor will put their shoulders to the big wheel and turn it over on labor's side that we may get justice once more. By whom? McAdoo.

So let's forget the past and glide right along. Whistle or sing, as every cloud has a silver lining.

Bro. Manion is at the wheel steering us right. He will land us safely over this storm-tossed sea.

Be on the job, attend to business, meet your patrons with a smile, be honest with them, win their confidence, be a good fellow, but do not carry it too far. Handle the company's business as you would your own; it will make us friends, they will see we are square, and we will have them on our side when we need a friend.

Let's show our officers we are behind them first, last and always by paying dues promptly. Boost, don't knock. A knocker does not get anywhere. You see them every day, but don't let it be said of one of us we are a kicker or knocker, but a booster. Get that now? Yes. Have you one working with you? I hope not. If so, do not let him rest until you have him sign up an application. I cannot come out and get him, but you can. Do it now! Read *Labor* and get the news. It does not say a word about booze, but it tells us all about who put the screws to labor. Read it!

Don't forget your dues and M. B. D. assessments. Get your new card.

Fraternally.

J. C. OVERMIER, L. C.

Lincoln Division—

I wish to thank the boys for answering the flower fund calls. A few of the brothers have not remitted their dues to Bro. Rogers. This should be attended to at once, so as to keep in good standing.

Understand in some places the mail has fallen back on the agent and operators. If such is the case, make a strong protest with your local chairman.

Keep after the *nons*. They are few, but let us make it 100 per cent on the division.

G. E. PLOTTS, L. C.

Beardstown Division—

Brothers, what is a dollar? Just a measly hundred pennies, and pays you up in the flower fund for one (1) whole year. From the way some of you hold on to it and do not join the flower fund, makes me think that a majority of the members on this division were either broke all the time, or a dollar looked like a five spot. I say ma-

jority, because a minority have kept this little fund blooming for three years now—have paid their dollar a year to bring cheer into the sick room, to comfort the loved ones of our deceased brothers and sisters. Mighty is the praise of those who have been sick and taken away to hospitals and hardly had they entered the hospital room until a nice growing plant or a fresh bouquet of flowers had found its way there to brighten their suffering, and to make them remember that boys out on the line had not forgotten them in their time of sickness.

And who did it? Why the Flower Fund Club. And who is this club? It's a shame to say it, but it's a minority of the members of the O. R. T. And you can't say you didn't know there was such a club for every so often the secretary and treasurer of the club sends me a statement and it is published right here in your *TELEGRAPHER*, and you have read the reports for three long years, and still you sit there and let the minority keep up this wonderful work. Then you hold on to the measly dollar bill when maybe it is your dollar that will bring a smile to some sick brother or sister in a cheerless hospital room as they find they have been remembered by their friends and brothers on the line.

The fund has been hard hit in the last few months with deaths and sickness. We need your dollar. I speak frankly on this subject to you, because in the days long gone by when a brother was sick, several chipped in a quarter apiece and flowers were bought. Do you want to go back to those days? Even then it depended on just a few to do all this noble work. Now, with this club formed and perfected, and tried out for three years, in which time it has reached our sick members in several different states as well as in remote cities of our own state. I say it's a shame if every member of the O. R. T. on this "more than 100 per cent strong" division does not join this club and stay joined. You can join any time by sending Bro. Kortie (who is the secretary and treasurer) one dollar, and he will take one cent out of that dollar and mail you a post-card receipt, which you can cut to fit your card case. I would think it would ease the conscience of your card case to feel one of those little membership cards slipped down by the side of that good old O. R. T. card of which we are so rightfully proud. To the regular members: To refresh your mind I would like to say that dues for 1922 are due in April (last month), and if you have not paid, please do so now.

By the time this reaches you we will all know what (or should know what) the Railroad Labor Board has handed us. If it's a knock out, remember we can start training again. If it's a foul blow they deal us, remember "in union there is strength." And for the love of Mike, don't throw your card down

and tramp on it, but take it out of your card case and say, Old card, they give us a dirty, foul blow, and it's hard to take. But, old boy, I'm for you still and by the eternal we are going to win yet because I'm going to hold on to you till hell freezes over. And, brothers, that simple faith from you men out on the line, from the salaryless local chairmen up, is what has made our Order second to none.

C. W. MCCONNELL, L. C.

St. Joseph Division—

FLOWER FUND.

On hand December 31, 1921.....\$43.00

Expenses—

Bro. E. Burkhalter 10.00

Bro. W. L. Cooksey..... 8.00

Balance on hand March 20.....\$25.00

Fraternally yours,

F. A. ARNOLD, L. C.

St. Joe Division—

We have received our verdict from the Wage Board on our rules. The worst feature handed us was the split tricks on one-man jobs, making it eight hours in spread of twelve. Some of the tricks have been split three times.

This is a hard dose to swallow, after having eight hours straight, and it has been a good many years since they were allowed to split but once. But we are all going to stand pat and keep up the fight, and we will no doubt be able to regain what we lost. We realize it is discouraging to lose that which we have fought so hard to gain, but whatever you do, brothers, don't drop your card.

Nothing would suit the railroads better than to see us drop out and our Unions destroyed.

By standing in line we hope to iron out some of the rough places in the near future.

Your committee worked hard to hold all of our rules, and Bro. Manion waged a strong fight before the Labor Board, but "big business" got the best of us on the split trick. If we had not been so strongly organized, we would have lost much more than we did, as the management asked to eliminate many more rules than were conceded them.

Let us be up and doing, and each one do his utmost to make the C., B. & Q. 100 per cent. in membership.

L. J. MILLEN.

Chesapeake & Ohio Ry., Div. 40.

Chicago Division—

Referring to the article in the February issue of the TELEGRAPHER with reference to the wife of a brother being used as operator, etc.

This case has been investigated and it has been found that the situation is not as reported. On the contrary, it has been found

that this brother gives men working at his station good treatment.

The situation on the line in regard to the wives of various men working in the place of operators is not like it was in days gone by and I am glad to let it be known.

Your Chairman wishes to call the attention of the entire membership to the rules of the M. B. Department. Please read them over carefully and become well posted—and while doing so do not overlook that you can carry a \$1000.00 Certificate in that department for \$7.20 a year, which with your division dues, brings the total annual cost to only \$27.20, which is less than you can buy that amount of insurance for in some outside insurance company, and, of course, insurance taken in an outside company would not include your division dues in the Order.

You who carry a Certificate of less than \$1,000, and the age limit does not prohibit it, are asked to seriously consider having your present certificate increased to that amount. To increase the amount of certificate you fill out a new application blank and mail direct to the M. B. Dept. at St. Louis along with the old certificate. The rules require that you send with such applications a remittance of an amount sufficient to pay the M. B. dues to the end of same term your division dues are paid to, which in any case will not exceed \$1.60, therefore, in order to know what amount to remit you should communicate with the M. B. Department in advance.

You are not compelled to drop your M. B. insurance should you give up railroad work, or take some position in railroad service that is not represented by the Order. Should such become the case, the annual dues in division will be but \$8.00 instead of \$20.00 and this will make the total annual cost, including the M. B. and Division dues, but \$15.20, and when in other business I am sure that you will be unable to get \$1,000.00 insurance for such a low annual cost, should you try some outside company.

Every working man should carry as large an amount of insurance as his income will permit. Such action will keep those who are dependent upon him from becoming immediately dependent upon others for their livelihood. If you already carry some amount of insurance in some outside company you will be making no mistake if you increase your M. B. Certificate and retain the other insurance. You will surely be getting a greater protection for a small additional cost per year.

M. B. application blanks will be furnished by your Chairman upon receipt of a request.

F. M. PROFFER, L. C.

Erie R. R., Div. 42.

As is well known by all, the Labor Board rendered a decision in our favor on the question of time and one-half for overtime, which

dispute was submitted to the Board last summer. As yet the Management has not put this decision into effect. Every effort has been and is being made to have same put into effect. Management says, "Matter is being given consideration." I have put it up to the Management to state definitely whether or not they intend to comply with this decision. Unless it is put into effect at once we will resubmit to the Board as a violation of the Board's rulings. In the meantime, we will proceed to collect the difference between overtime rates and pro rata rates for all overtime worked since July 1, 1921, to present time.

The Labor Board named February 6th to hear two more disputes of ours, the question of the five days deduction and question of Dispatchers' Roster seniority. Brother Pierson and myself appeared before the Board to give oral argument. If good, sound evidence counts, the decision in these cases must be in our favor. Decisions not yet rendered, although request was made that decisions be handed down as quickly as possible. We will advise you as soon as received. These disputes submitted last summer. Every possible effort was made to get speedy action on all these cases. In the oral argument before the Board, in the dispute of the five days deduction, the Company representatives stated that they had been advised by their counsel that this deduction was legal. Think of a lawyer advising his client that it is legal to deliberately take a man's money away from him by force. Our counsel advises us that it is not legal and we know it is not. Evidently the company's counsel does not know the law. Our counsel and the members of the Board have made themselves familiar with the laws governing such matters and if there is any justice left in this "Land of the Free" we will get that money. It is an extremely slow process and I know your patience is becoming exhausted, but you must bear in mind the fact that the provisions of the Cummins-Esch law compel us to pursue this course. We protested against the enactment of this law, but it was made a law in spite of the fact that labor put forth its strongest efforts and protests against it. We are law-abiding and we aim to abide by the laws of the land, even though many of them are not applied equally. Even though we were inclined to ignore the laws we are just common labor and would be chucked in jail were we to even think of violating it, whilst the other fellow ignores the law, uses his own judgment as to whether or not he will comply with decisions rendered and gets away with it. Don't place the blame to lack of effort on the part of your representatives and your organization for this condition, place the blame where it belongs, on the voters, a majority of whom are working men,

who elected an almost solid bunch of opponents to labor to office.

As is well known, the Railroads are now before the Board, using every known effort to induce the Board to further reduce our wage, regardless of the fact that they cannot justify their claim for this. The Railroads are requesting this reduction collectively, regardless of the low rates and conditions on any individual road and regardless of the existing cost of living. Hearings on this question will come before the Board in a few days.

In rebuttal, your Committee, in accord with a majority sentiment of the employees of this department, have submitted to the Board a counter proposition, requesting an increase instead of accepting of a further reduction, and, in so doing, we have presented facts and figures which clearly prove that we are entitled to an increase instead of a reduction. This entire submission is now being photographed and printed at St. Louis and will be mailed to the entire membership, in order that you may become thoroughly familiar with the action taken by your committee in your behalf. After you have gone over this submission thoroughly, I think you will agree that the facts and figures presented absolutely justify our claim. I want you to especially note the fact that we have based our argument on our Government's own figures and our actual earnings which are verified. In compiling these figures, we secured them direct from the Interstate Commerce Commission at Washington. Note, we have shown the average earnings as compared with the cost of living from 1913 to 1921, and bear in mind the fact that the cost of living figures were compiled and agreed upon by the Government, based on the cost of maintaining the average family, on the American Standard, which standard was set by the Government. On your chart you will note the top line represents the cost of living each year, the lower line represents your annual earnings. Just see how far you were each year from earning the amount the Government says you must earn to maintain your family. Also, note the fact that you struggled along under high war prices for over two years before you received much of an increase.

At the very beginning of our negotiations with Federal Wage Boards and up to the present time, we have strongly contended for an adjustment of all inequalities, on each individual road and between the different roads, this request has always been denied us, our contention was that all inequalities should be first adjusted before a flat increase was applied. You will note in this submission, we are requesting the equivalent to 14 cents per hour to be applied in adjusting inequalities and in bringing our wages up to what we are justly entitled to.

Note the scale on bottom of chart which shows how much less your average earnings have been each year than those of other employes of the Erie. These figures were taken from Government records.

You will note that we use seven points in our argument and present verified figures to back up each point. Is there any fair tribunal on earth that could deny our claim after viewing these facts?

I trust that each of you will thoroughly digest all the facts contained in this submission and then compare these facts with whatever decision the Board may render. Practically all roads are submitting a very similar proposition and each General Chairman will appear before the Board to give oral argument when case is heard.

In the March TELEGRAPHER was published Decision 757 (Dockets 1, 2, 3 and 1606), rendered by the Board, March 3rd. I am unable just now to give you a proper interpretation of this Decision which covers many points, but no doubt our President will soon give us his interpretation of it, which will be made known to you as soon as possible. Regarding Rule 3 of the Decision, which covers hours of service, it is my opinion that the split trick could only apply to small Non-Telegraph, one-man positions, not included in schedule. I do not think it would apply to positions shown in schedule, where the starting time is agreed upon. However, we will get clear on this point and advise you later just how it will apply.

The adjustment of the question of the reclassification of certain stations on New York Division and the N. Y., S. & W. has been badly delayed, due to having to appeal it from superintendent to General Manager, through Regional officials, and the delay on the part of the Company in naming date for conferences. The General Manager has named March 20th for final conference. If he fails to adjust it, will immediately appeal it to the Board and request the best possible action on it. Your Committee is in no way responsible for this delay. Every known effort has been made to hurry this matter along.

Your Committee has made special effort to have Division Rosters issued as near correct as is possible, having put in many days going over all the records in Division offices, many corrections having been made. Look your Roster over carefully and if you are not properly listed make your protest within the specified time. This is the only way in which we can hope to have a correct Roster.

By the way, have you asked that non who is working in your office to join? If not, do it now. Get his application. He is retarding his own and your interests by staying out. Labor is on trial. Victory is ours if each of us does his part.

Fraternally yours,

E. J. HESSER, G. C.

Canadian National Rys., Div. 43.

OFFICERS OF DIVISION.

W. H. Phillips—General Chairman, 523 McIntyre Block, Winnipeg, Man.

G. H. Palmer—General Secretary-Treasurer, Box 145, Dauphin, Man.

LOCAL CHAIRMEN.

W. J. Easterly—Rainy River Division, Vassar, Man.

S. M. Brasher—Fort William, Dott, Man., via Malacgi, Ont.

D. C. McDonald—Duluth, Winnipeg & Pacific Railway, 1119 N. 59th Ave., West Duluth, Minn.

W. S. Ingraham—Winnipeg Terminals, 394 Assiniboine Ave., Winnipeg, Man.

F. H. Savage—Winnipeg Block, 414 Rosedale Ave., Winnipeg, Man.

G. J. McKay—Manitoba Division, Plumax, Man.

G. M. McGuire—Melville Division, Gregg, Man.

P. J. Morgan—Brandon Division, 321 16th St., Brandon, Man.

L. M. Mansfield—Dauphin Division, Swan River, Man.

R. B. Ainsley—Saskatoon Division, 417 29th St., Saskatoon, Sask.

S. J. Harrington—Regina Division, 1005 Robinson St., Regina, Sask.

J. L. Dodds—Biggar Division, Viking, Alta.

J. D. Healy—Edmonton Division, North Battleford, Sask.

M. G. Whitlock—Calgary Division, Oyen, Alta.

H. W. Howard—Kamloops Division, Box 166, Kamloops, B. C.

J. W. McCulla—Edison Division, Stoney Plain, Alta.

G. E. Blundell—Smithers Division, Box 77, Prince George, B. C.

R. B. Sparkman—Pacific Great Eastern, Quesnel, B. C.

LINEMEN'S REPRESENTATIVES.

B. L. Dickens—Kamsack, Sask.

W. G. Bladon—Kindersley, Sask.

Yours fraternally,

G. H. PALMER, G. S. & T.

Saskatoon Division—

Brothers, meet Brother F. C. Pearce, cashier at Melfort, now O. K. I am in receipt of a letter written by Mr. F. H. Cox, Marcellin, Sask., who is delinquent since 1919, a part of which I quote herewith for your information: "It is useless beating about the bush. The O. R. T. to me is a dead past. My mind is quite clear on this point. Had the O. R. T. not entered International politics I should still be carrying an up-to-date card."

It is quite necessary that we convince this man that we are not now and never have been engaged in what he calls International politics. Will all of the Brothers who feel that an accusation of this sort should not go

unchallenged please take up with him and endeavor to convince him that he is in error. I am of the opinion that this is an addition to the long list of excuses we are all familiar with.

We still have several other *noms* who indicate their willingness to reap what we have sowed, and to continue doing so as long as the Brothers treat them the same as they treat members of the Order.

Boys, your Organisation is one of the owners of Labor. Are you getting it? If you are not getting Labor weekly you are missing your opportunity to keep yourself well informed. Some of you may be of the opinion that we are not directly interested, it being understood that Labor deals mostly with problems and conditions in the United States. Well, you know where your wage cut came from, and no doubt you would like to know what is likely to happen next. Your past experience should teach you that anything they can get away with over there is likely to be tried out here. That is providing the olfactory evidence is not present in a sufficient quantity to create a suspicion that the idea might have originated in Denmark.

R. B. AINSLEY, L. C.

Smithers Division—

Since our last write-up, as you are all aware, our joint committee has received notice from the General Management, to the effect that they were of the opinion that the reductions, which had been tentatively agreed to, be made permanent, and as the majority of the committee were not sufficiently opposed to it, to refuse it has consequently gone into effect with the provision that conditions shall remain as they are pending thirty days' notice from either party.

That being what the committee was appointed for, viz.: the settlement of these matters, we have, of course, to abide by it.

While conditions East may warrant the reduction, they certainly did not justify our having to accept any reduction as differentials have never been sufficiently large to provide for the difference in cost of living and living conditions between the East and out West. However, as the said bugbear, H. C. L., does now show a slight inclination toward a reduction, we may, after a while (provided we are then in existence), become reconciled to it.

There have been several matters brought up with your local chairman during the past few weeks for readjustment, chief of which is the question of having operators put on all work trains, which would provide work for several of our brothers who are on the spare board for quite a considerable period each year.

I notice that when a work train is bulletined, west of Red Pass Junction, and on the Kamloops Division, an operator is assigned to work with said work train. So, as the G. T. P. conductors are working under

the same schedule as the C. N. conductors, there does not appear to be any just reason why the same conditions should not apply on our end of the loop. However, we are taking the matter up and will endeavor to have this injustice remedied.

Another cause which we men on the old G. T. P., west of Red Pass Junction (in fact, on the whole of the old G. T. P. System), have for grievance is in connection with the express commissions. Agents, under existing conditions, now having to wait, in some cases, ten or eleven weeks for commissions, while the moneys collected for the express company have been remitted to them twice or three times a week. This is also receiving our best attention and have the assurance that same will be rectified early this year.

Am glad to note that all our members are realizing what the benefits are in being a member of our organization, and are coming through with their dues on time. Only a few that have not yet been received at time of writing, and hope to be in a position next time you hear from me to say we are 100 per cent solid and paid up. CHET. 2202.

D. & R. G. W., Div. 49.

Local chairmen call to my attention the fact that very few of the extra employees who have been cut off, but who hold their seniority, are not keeping the proper railroad officers and local chairmen informed of their correct address, and there has been a number of cases where it has been necessary to cut such employees off the seniority list on this account. Our rule on this is plain and should be observed.

E. A. COMPTON, G. C.

P. & L. E. R. R., Div. 52.

Pittsburgh Division—

Regular meeting held Saturday, March 11th. New officers elected February were installed. L. G. Daugherty, chief telegrapher; S. C. Phillips, secretary and treasurer; H. K. Bell, first vice-chief; J. W. Sweeney, second vice-chief; J. D. O'Connor, trustee.

We had a fairly good attendance at the last few meetings and there is no reason why we should not have a good showing at every meeting. All brothers will find it to their advantage to attend all future meetings as our new chief, Bro. Daugherty, is quite skillful as an entertainer, and when he gets going, Longfellow, as a poet, is lost.

The honor roll, published in the February journal, shows Division No. 52 well represented, both as to members and as a division, being among one of the oldest divisions of the Order. Bro. Bees received a letter from Bro. Konenkamp, who has been a member of Division No. 52 for years, giving some of the history of a telegrapher on the

P. & L. E. in the early days as well as other roads, and the money that was paid, which was enjoyed by all the brothers present.

The railroad companies are now before the U. S. Labor Board to show the Board where we are overpaid. And President Manion is also there to show them we are not. So brothers, keep your dues paid up at all times in order to hold onto what we have and to improve our conditions. CHRT. 59.

Southern Pacific Ry., Div. 53.

Los Angeles Division—

The January issue of Division 53's Bulletin carried a splendid letter by Bro. Phillips of the Portland Division on the six-day week; its relation to progress and to the unemployed. In the quietness of our own meditation, let us ask for an unselfish view of this important subject, and while self gives place to a higher motive, may we earnestly advance together.

Tiffin, Ohio, has a municipal grocery store. Meat and bread prices have since been reduced from 20 to 60 per cent. City firemen serve as clerks, thus their spare time is profitably utilized. Moral: Cheaper food means better stoves, flues and chimneys; less disastrous fires.

A hall of justice is a place where a man goes in owning ten acres of land, and two lawyers come out owning five acres each.

The Rockefeller foundation has, in the past few months, given away forty-five million dollars. Did John D. earn this tidy sum doing piece work ten hours a day in an open shop?

The Liberty Calendar Association has prepared a measure for the action of Congress, which provides for thirteen rather than twelve months in each year, every month to be of twenty-eight days. The extra day to round out the year would be called New Year Day. Leap year would also be without a month. The new month will be called Vern, taken from Vernal or spring-time. Since one calendar under the proposed system would give perpetual service, it is estimated that \$25,000,000 would be saved on calendar printing alone. This is only a small part of the economic results that might be expected to follow the inauguration of the new dating system.

The F. & M. bank that we all know about was surely a naughty baby in February. It had ugly things to say about most everyone. It blamed our law-makers, howled about Harding, ranted about Wilson, denounced union labor, criticized the elements for the late freeze, villified Eugene V. Debs and abused the government and labor by calling them "robber barons." If the old boy that writes their document of hate ever bites himself they will never be able to save him.

State patrol officers say that the penitentiary at San Quentin is badly overcrowded. Sixty per cent of those lately entered have seen army service and are largely dope

addicts. This is no reflection in itself on the ex-service men, but on the form of government that encourages such enlistment and when its humane war is over, abandons its soldiers with unnatural habits formed, with no jobs and no encouragement.

There will be a determined effort at the November election to kill the initiative law or weaken it by demanding a greater number of signers necessary to get a proposed amendment on the ballot. The initiative is of great benefit to the people. Why weaken it?

If you value life, liberty and the pursuit of happiness, register and vote. Be a citizen.

Remember folks, "No card, no brains."

E. L. BURROUGHS.

Portland Division—

A few days ago I received a letter from a good brother who, by the way, is a live wire and thoroughly awake at all times for the good of the O. R. T., and if I withhold his name, I'm sure he will permit me to quote a part of his letter, which is as follows:

"There are entirely too many telegraphers who think that all there is for them to do is to pay their dues, get a card, then sit back and trust the providence of God and the local chairman to do the rest, and if he does not come up to their every expectation, he is no good, etc."

Now, brothers, hasn't he just about hit the nail on the head. Please do not blame God because everything is not up to standard, but do not do as some do: land on your local chairman with both feet. If he is unable to put the thing over, which you have taken up with him and you write him about it, be sure to threaten in closing that unless this is settled satisfactorily, you will drop out of the Order and you know of a bunch of brothers in your vicinity who are going to do the same thing, as they think just as you do about it. If you undertake to bring about the desired results in this manner, you are making a grievous error as you will be farther away than ever from the goal for which you are striving. Instead of dropping out and becoming a lonesome now, redouble your effort to make our organization second to none, make an organizer out of yourself, and if you know of some brother who is showing a lack of interest and contemplates dropping out, point out to him the many good things which we have had the pleasure of enjoying in the past and what is still in store for us if we will only move forward with a solid front. Also do not give any now you know of any peace until he is safe within the fold.

Sisters and brothers, do not lean on the organization. Be strong enough so that it may lean on you. Endeavor at all times to co-operate with your local chairman, keeping him posted of any schedule violations and

irregularities, but in order to do this, it will be necessary for you to familiarize yourself with our agreement so that you will know whether it is being violated or not.

Another way in which you can be of great assistance to our Order is to become proficient in your work and prove to the officials by your interest in the company's affairs that union men are really and truly the best men to have in their employ. By doing so, you will assist materially in settling any grievance which you may have. You know as well as I that when some telegrapher gets into trouble and is about to lose out, the first thing the officials do is to dig up your personal record, which is made by you and kept by them, and if it has been good up to this time, it removes a great barrier and paves the way to a successful settlement, but on the other hand, if you have been disinterested and doing your work in a slipshod manner they may be only too glad that you are in trouble and take this opportunity to put the "skids" under you. I am not writing this in a spirit of criticism or fault-finding, but for your good, and last, but not least, our splendid organization.

Am pleased to announce at this time that it is Bros. Halderman, Shedd and Domaschot-sky, Bay City, and before another issue of the bulletin truly hope to be able to say the same about the agent at Wheeler. I'm sure he must feed very lonely over there on the Tillamook Branch since he is the only obstacle in the way of that branch being 100 per cent.

W. A. PEARSON, L. C.

Northern Pacific Ry., Div. 54.

Dakota Division—

We are in receipt of our temporary delinquent list, which contains more than the usual number of names, due, no doubt, to depressive times, and many of these will be remitted before this reaches you. However, let me earnestly urge the balance of you to remit at once and not jeopardize our 100 per cent record. If there ever was a time we need a 100 per cent membership it is now, when our officers are fighting the good fight with their backs against the wall to protect our wage and schedule conditions. This is not the time to holler about grievances, but rather to keep paid up and do your bit to help keep a solid front and hold what we have taken years to obtain. Bro. Nason's last reminder covers every angle of the question and gives a dozen reasons why you should hurry forward dues and assessment. He settled the O. R. S. A. matter for once and all, proving conclusively the O. R. T. is the only organization now representing you, and, therefore, deserving of your unqualified support. Do it now!

General Chairman Johnson departed March 11th for St. Louis to prepare for presentation to the U. S. Labor Board our defense on the wage question now being pressed by the

management. Another reason why you should remit promptly.

Bro. O. H. Underwood, assistant local chairman, Elgin, advises remittances for flower fund coming in very slowly. Please remit that quarter or a dollar to him today. You or your family may be the next to be gladdened by flowers from this fund in your time of need.

We still have a plentiful supply of late 100 per cent seniority lists for the asking. Will be glad to also furnish you with a list of delinquents so you may lend your aid in urging them to pay up.

The management have sent out figures showing business conditions now picking up. With the coming of spring these are hopeful signs and for you to properly benefit with the change it is well to have an up-to-date O. R. T. card in your pocket, and be giving your moral and financial support to the only and original organization which has fought your battles for the past eighteen years and will be fighting them for you when other mushroom outfits have come and gone. And this is no idle prophecy.

Decision No. 757 of March 16th, by the wage board, restoring the split trick on one-man jobs, eight hours within a period of twelve, is another evidence of all organizations eventually having to fight to the last ditch to maintain the foundation we have bullded in the past ten years and a 100 per cent solid front is the bulwark to work with.

With the final admonition for every member to get in touch with the delinquents and urge them to remit \$7.50 dues, better still the \$15.00 for an annual, plus assessment, so we may maintain our unexcelled 100 per cent record, I am,

Fraternally yours,

H. H. ELLSWORTH, L. C.

Yellowstone Division—

The non and delinquent is getting to be a thing of prehistoric days, and this is as it should be, without a thorough organization intelligent men and women are learning they would be in a very bad state. It is inconceivable how any man or woman can work among his or her fellow workers, and take the benefits secured through years of struggle without doing their bit. It is only necessary to look around to see the wisdom of keeping organized, when we view the state of affairs existing among the unorganized.

The signing of our schedule rules which became effective on March 1st, completely settles the question of jurisdiction, that is, if there was any existing, the Order of Railroad Telegraphers have complete jurisdiction over our class, and have completed a new set of schedule rules that are entirely satisfactory to both the traffic and operating departments of our road, therefore harmony rules supreme.

The past two months has seen a good many of our brothers and sisters on the sick list, from a light attack of the flu, which called for some quick work from the relief operators to keep from closing offices.

Business seems to be on the upward trend, and it is hoped that very soon now it will reach such a state as to necessitate opening new positions.

We desire to thank the membership for the promptness they have displayed in paying dues, which demonstrates their faith and loyalty.

Desire again to call attention to the careful handling of train orders and train order signals.

Have any of you noticed any great reduction in the cost of living?

Do not get faint-hearted, a battle is never won in that way. With best wishes, I am,
Fraternally yours,

E. A. BRAND, L. C.

N. C. & St. L. Ry., Div. 57.

Greetings—

Another year is upon us and we are facing a trial that is to put real men to the test. I believe we have them upon the N. C. and St. L., and that there will not be a man who will not be able to stand the test.

I understand that the dues have been paid mighty good, but that there are on some of the divisions some delinquents yet and that these must be worked on and talked to and be shown where it is to their interest to pay up and stay in good standing.

I really think it useless to call your attention to the fact that if there had been no O. R. T. upon this property, we would have already been reduced to pre-war wages, and all conditions would have been recalled. The only reason that I should call it is that some seem to think that the time has come when we do not need an organization. This is a most absurd idea, and we should endeavor to get such an idea out of the minds of those who entertain it.

To those who read *Labor* they know that there is a concerted action on the part of the employers of every kind in the United States to put into operation what is known through the daily press and other news gathering agencies as the "American" plan, which is another name for the "Open Shop," which in reality is a closed shop to those who carry a Trade Union Card. The "American" plan is a plan to contract with individuals. If some man should wish to underbid you on your job, he would get it. Seniority is unknown in the open shop. Collective bargaining is unknown to the open shop plan; the filing of grievances is unknown to the open shop man. Are you ready for it?

Just as sure as there is a heaven above us there are two sides today in the labor game. The employers who naturally want to get labor as cheap as possible that their

dividends may be larger, the other side is composed of the employees—the laborers. Be they skilled or unskilled they want a "Living Wage." They want working conditions that will give them a little time for recreation; they want to have the right to organize, and to collective bargaining.

Which side are you going to be on? If you carry no up-to-date card in the O. R. T. you are with the other side, you are assisting the employer to bring down your wages, you are assisting him to change your working conditions. Quoting the words of God Himself when He first spoke to the human race: "Where Are You?"

There is being tried a plan to drive a wedge in our ranks, by separating a number of our class of employees, and every man should be on the lookout and very careful what he signs up. Get your copy of the agreement and know that in Article 1 of this contract are the employees that the O. R. T. represent and that if any employee agrees for any other representation he is doing so against his own welfare.

Every man has signed authorization papers for the O. R. T. and if approached to sign this authorization away from the O. R. T., they should decline to do so, advising that they had already signed authorization blanks. No dual organization has ever been known to be of any consequence. The Order of Railroad Telegraphers is an organization that has withstood every attack. It has thirty-six years of active and beneficial service behind it. Your representatives have been selected by a popular and democratic vote. They are out for your benefit and not for personal gain. They desire your co-operation and they are deserving of it.

If you should be approached to sign up or become affiliated with another organization, you should at least confer with your local chairman and get information from him before you do so.

While writing this letter I think it wise to advise all employees of a very important change in the matter of our bonds. I am made to understand that a shortage of five cents will mean the cancellation automatically of an employees' bond and discharge from the service of the company. It behooves every employee, then, to watch more than ever his accounts, and to always keep them in first-class condition. I still advise and ask that every employee give of his best to the service of the company. A reduction in wages if carried out legally, and accepted by the employees and the organization to which he belongs, does not in the least mean slacking work on our part. We must give the company as long as we are connected with it our very best. The officials expect it, and your organization expects it, and in cases of grievances where a man has not done his duty the organization is made helpless to assist a member. For an eight hours

pay the company is certainly entitled to your full services for that time. A good union man makes a good employe, really the best employe. A man that has no interest in his organization has no interest in the company's welfare, for he has no interest in himself.

I hope that every reader of this article will put forth his every effort to ascertain from his local chairman or through a letter to the General Secretary and Treasurer who the delinquent members are on his division, also the *sons* and that they will get right down to business and get the small per cent out into the organization and let us have a 100 per cent organization by June 30th. There are already, I understand, three divisions that have practically no *sons*, no delinquents, and if it is possible for them it certainly is possible for the others.

Let us bear in mind that in the old saying: "In Unity There is Strength," is a world of truth. That through organization everything is possible, through disorganization nothing is possible. Organization means better wages, and a better working condition—means everything for the telegrapher. It means that for forty years' struggle we have much we have gained from a short-time organization on this road.

With the very best wishes for the coming year, I am

Fraternally,

CERTIFICATE 229.

Huntsville Division—

The agents and operators of the Sparta branch held a very enthusiastic meeting at Sparta on Thursday night, February 23rd, with I. M. Harris, our local chairman and C. L. Bray, our general chairman, being present.

Bro. Harris called the meeting to order, introducing Bro. Bray, assuring us that we had an able and efficient general chairman who had some very important reports to read to us. Bro. Bray then addressed the meeting with a few preliminary remarks before reading the reports of the proposed wage cut by the management and the increase asked for us by our committee, which was listened to attentively and with interest by all present.

After various other reports read and comments made upon them by Bro. Bray, the meeting was left open for general discussion. A number of topics being brought up by different members present, and discussed. Ham sandwiches and hot coffee were then served at a late hour, which everyone enjoyed. After luncheon we soon found ourselves in a scene of merriment, laughing and exchanging jokes. Bro. Rham awakening to the fact that it was getting very late, reminded us that we had better adjourn in order to get a few hours sleep so that we would be able

to catch the early train for different points on the branch.

A meeting like this should be held more often in order to give us as members a more intelligent idea of how our representatives are having to battle for our rights.

When *sons* that we have on the Huntsville Division accept the fruits, with glad hearts, of what we have accomplished for them in the way of wages and working conditions and cannot be induced into our fold and assist in its cause—they are absolutely unworthy of recognition in any respect.

CERT. 502.

Louisville & Nashville R. R., Div. 58.

Henderson Division—

With the coming of the 1922 fall election at which we are to choose our Senators and Congressmen from many states and districts, I fear that some of you may not realize the important part that our votes play in this affair. This is indeed a time when we should study the candidate's records and feelings toward the laboring classes, and if we do not find them measuring up to the standard that we want we should not only vote against them, but fight them at every opportunity and endeavor to bring about their defeat. There are some in our organization who seem to think that because one or the other of the old parties have a man or two that show a friendly spirit toward labor that we should go right down the line with that whole party and vote for their candidates regardless of whether they are in sympathy with our cause. It would seem to me that if any one will look into the matter of just what their representatives in Washington have done and have tried to do that we will find that most of the love the professional politician holds for his constituents is cramped up into one day and that is the day you go to the polls. It is at this time very important that we forget our party affiliations completely and jar up some of the grafters and slaves of capital and get some good, honest-hearted men in Congress who will help out the few we now have there.

Quite a contrast in some of our members. One who has not worked a day in a year and who is working in a coal mine, sent in his dues, while another on regular job has not sent in his as yet.

If at this late hour you have not sent in your dues, remember the money is still acceptable and send in at once.

H. A. JONES, L. C.

Knoxville Division—

I have been appointed your local chairman, and if you expect me to make you a good one, of course, I will have to have your loyal support. I feel that I have been highly honored and will certainly do all I can to make you a good one.

It would help me considerable if you would keep your dues and M. D. B. assessments paid. There is absolutely nothing to be gained by putting it off and letting your insurance fall out and losing all your fraternal protection.

So let us all put our shoulders to the wheel and accomplish something. I do not know yet exactly who is delinquent, but believe there are fewer at this time than there has been in a long time. The Knoxville Division, I believe, is one of the best divisions on this system in many respects, and we must not let it get to dragging. Do our work, and do it right, show the officials that we O. R. T. men do better than the others do.

Fraternally,

A. H. CRUTCHFIELD, L. C.

Nashville Division—

The bumping still reigns supreme on this division, hardly a day passing without a displacement somewhere; most all this caused by the big cut a year ago. Seems that there is no end to it. However, it is pleasing to know that we have the privilege of exercising our seniority rights and do not have to take the leavings.

Supt. Wheeler called all extra men together with a few freight and ticket agents in a get-together luncheon in the main dining-room at Union Station, Nashville, Monday, March 6th, for a general discussion of the working rules and agreement, special stress being made on the clause, "Seniority prevails where qualifications permit." The meeting was also attended by Messrs. Brant, Trant-ham, Polk, Lockney, Ingersoll, Kennedy and Bryant all of whom made talks along this line. This seems to be an exceedingly good idea inasmuch as it encourages the men on extra board to better efforts in order to qualify for various positions. Instructive talks were made by Messrs. Blow and Kendricks relative to necessary qualifications of those desiring either ticket or freight work. These meetings should be attended by all extra men, and you should give the officials your hearty co-operation along these lines, as it seems they are desirous of a better understanding. Bro. Kennedy says the men enjoyed the nice feed, and all in all the meeting was a very interesting one. We are all glad to see the extra men have an opportunity to cub all positions. This is something that the O. R. T. has been advocating and we have been working to this end for some time. It is nothing but fair to the company, that the extra men who are to be retained on the board should be able to take care of any and all positions on the division.

I regret to see a large number of names on the delinquent list. I see no excuse whatever for this, and I cannot understand why it is necessary for the local chairman to be writing you and calling your attention to the fact that you are delinquent. In this way

you are paying big interest on the money that you are carrying in your pocket, because you owe it to the O. R. T. I want to ask again that every member on the Nashville Division exert every effort possible in assisting Bro. Kennedy and myself to keep this division up to 100 per cent or as near that point as possible. N. E. office has a record that we should all be proud of, this office is 100 per cent even to wire chief and printer girl.

We would like to hear from some of the brothers on other divisions of the L. & N. Would like to know what you are doing for the O. R. T. on your divisions. Every agent and operator on the entire L. & N. System should carry an up-to-date card at all times. If you fail to pay your grocery bill or house rent what will happen? The same results if every member should quit paying dues in the Order. Brothers, remember this and wake up to your duty, you owe it to your family if you have one, if not you owe it to yourself. I have had several to suggest starting a Floral Fund on this division for the purpose of providing flowers in case of death of brothers, or their families and if this suggestion meets with the approval of the membership, please consult with Assistant Local Chairman Brassell, at South Tunnel, as to your views and opinion on same. I wish to thank Bros. Kennedy and McClure for their notes.

R. H. B., Cert. 54.

Washington Terminal, Div. 60.

Notes from No. 60 are few and far between. Seems about time we were giving evidences of life. Members and those interested take notice. Bro. J. T. McKean is now general chairman; Bro. W. C. Humphrey, chief telegrapher; J. Webb Richman, S. & T.; Bro. Frank A. Coe, Jr., first vice chief; Bro. W. W. Dent, second vice chief. Meetings are now held the second Friday, 7 p. m., Marlow Building, 811 E street, N. W., second floor, front room. Members of the Order always welcome.

At the March meeting we had the pleasure of having Fourth Vice-President J. J. Dermody with us, and "Jack" gave us a characteristic talk for just 60 minutes to the second. Having another meeting to attend, he was compelled to cut it short. Bro. L. H. Hamm, of Division 33, located at Takoma Park, was a welcome visitor, too. Business was brisk from start to finish. General Chairman McKean made full report of activities during the month and for the short time he has had the reins, promises to keep the calendar cleaned up.

"Normalcy" has nearly been reached on this plant; almost cut to the bone as to personnel; all eyes are centered on Chicago now to see what the U. S. Labor Board is going to do to us in re wages. Deflation is sure to hit us as "big business" has been long in the saddle and still has the reins. Evidence

is plentiful however that it is beginning to feel shaky, and doubt the security of its position.

Our division is an annual contributor to the cause of *Labor*, our Washington, D. C., four-page weekly; a few, all too few, are subscribers. I take this means of again *wrting* everyone who reads these lines to subscribe for *Labor*. Send \$1.50 to your secretary or general chairman and *Labor* will come to you for 52 weeks. After reading it, hand to a neighbor. It is the best and only paper devoted to our interests, exclusively. Get behind it, individually.

J. W. R.

A., T. & S. F. Ry., Div. 61.

The old saying, "There is nothing new under the sun," was certainly never more true than in our organization work. I am sure our men can appreciate this on account of receiving in many instances the same thing over and over again, this, not only in regard to payment of dues but everything having to do with better working conditions. We have always felt that if all of our men realized what it would mean to put these suggestions into effect it would be necessary to make them but once.

Our attention has just been called to the fact that almost 100 per cent of the men on one large Railroad have secured annual cards for the year 1922; needless to say this is a Canadian line, for many of our men realize the great benefits enjoyed in Canada because of the loyal and hearty response in organization affairs, for lo these many years! This reference to Canada is no reflection upon similar conditions existing on various lines within the States, except this Canadian line seems to be taking the lead on this one important point. We do not hesitate to assert that if every man on our railroad secured an annual card and continued to carry an annual card that it would not be long until this road would be pointed to by all others as having the most satisfactory conditions of employment of any railroad on the Continent and, by the same token and as a natural result, the greatest efficiency of service for the employer. While our men have in many instances been slow to respond or to take advantage of and seemingly appreciate such matters, it is gratifying to see the great strides that are now being taken along these lines that will ultimately result in the conditions and results that some of the men seem to feel should "just happen," without any particular effort on their part or without them performing their whole part. It is encouraging on our division to see by the payment of dues and responses to all inquiries and suggestions how our men are all lining up and gradually getting nearer to a situation that will result in the goal of 100 per cent conditions. We believe that up to this time all of our men have not fully appre-

ciated what is being done and what has been done for them, but upon receipt of the submission just made giving them a picture of the complete situation and the foundation on which to stand and work from, we are convinced that our men will now, of their own accord, come forward, over all obstacles without faltering or quibbling about little misunderstandings or errors principally due to themselves, but naturally charged to someone else—which will soon put us in a condition of membership, annual cards, conditions of employment, etc., second to none.

V. A. GENDRON, General Secretary-Treasurer.

Los Angeles Division—

I would like to have each of you located where there is a *non* member working, or where you can reach a *non* member in your vicinity, do the *non* member a personal favor. This favor is simply giving him permission to read the article addressed "To the non-member" on page 145 of the February TELEGRAPHER by Bro. Mack, of Division 17. This article contains more human common sense than any article on the subject of why is a non-member, appearing for a long time, and by calling that article to the attention of the non-member, you will be doing him a favor and he will be indebted to you for the service of allowing him to see himself—and the result will be membership in his organization, co-operating with all of us.

You have read Decision 757 of the Labor Board which applies to the Santa Fe System Lines and is the Board's decision concerning the basic principles in Decision 119. We will be advised later about seniority, transfer, promotion, vacations and other matters which were remanded to the committees. All employees at one trick (shift) offices should advise local chairman promptly of any changes in hours at their office. Please watch this closely as it may mean violation of the rule covering.

Fraternally yours,

H. J. HEANEY, L. C.

Colorado & Southern Ry., Div. 67.

A number of members have asked me to give the gist of the testimony brought out by me in my examination before the Labor Board on February 22nd in the hearing on rules and working conditions. My testimony covered only the question of "The Hours of Service Law in their application to the telegrapher working more than eight hours in any 24-hour period." This was to fight the split trick.

The statements made by me were based entirely upon the law and the court decisions thereon.

It was my position that under the Hours of Service Law, telegraphers could not be worked in excess of nine hours at night on a one-shift job, or 13 hours in daylight on a one-shift job. So many had been under the

impression that a one-man job meant 12 hours day or night.

In the Circuit Court of Appeals, Ninth Circuit, it was held that releases from active duty for periods of 53 and 60 minutes, respectively, which, except for the hours of service act, would not have been given by the carrier or accepted by the employees should not be given effect by the courts, the purpose of such releases being to evade the spirit of the statute.

In the Iowa Federal court it was held that absolute releases for 2 hours, and 2 hours and 20 minutes, at meal time were not periods of "substantial rest," or "opportune periods" for rest, and should be counted as part of the "on duty" period. This was affirmed by the Federal Circuit Court of Appeals for the Eighth Circuit.

In the Federal Court of Kansas the court held that the meal-hour should be counted as a part of the time on duty for the reason that during such period the operator was subject to call.

In the Federal courts of Nebraska it was held that a train crew indefinitely released until such time as a pump repairman, arriving on a certain train, should have a pump repaired and water provided for the engine, a total of more than two hours, was on duty within the meaning of the law during such period.

In the Circuit Court of Appeals for the Eighth Circuit it was held that an operator whose meal hour is generally from 6 to 7 o'clock p. m., but which hour on account of the requirements of his work is not definitely fixed, and who, during such period, is subject to recall to duty, is on duty within the meaning of the hours of service law, although it may transpire that there is no recall to active service before the hour expires.

Towermen come under the provisions of the law the same as telegraphers.

Where there is a tower located a short distance from the depot and an attempt is made to evade the law by working one shift days at the depot and one shift nights at the tower, it was held that the office at the depot was a continuously operated office and that service of an operator thereat in excess of nine hours was unlawful.

The courts held to the same effect where two railroads maintained separate offices, road "A" working but one shift days over a spread of 11 hours, the night work being handled by road "B," which maintained night and day offices. Held that the two offices constituted one office continuously operated night and day within the meaning of the hours of service law, and the hours of the operators thereat were by such statute restricted to nine hours in any 24-hour period.

Switch tenders doing no telegraphing who are required to report movement of trains to a yardmaster come under the telegraphers law.

In another decision, it was held that the plain letter of the law was violated, the Congress not having prescribed any fixed and uniform hour of the day that the 24-hour period should commence; the 24-hour period commences to run when the operator first goes on duty. The mere fact that a rest period of ten hours intervened between the two periods of service is not controlling, for in that view it would be possible lawfully to require an operator to remain on duty 15 hours out of the 24.

In other words, an operator working at a two or more shift job must at all times have *fifteen hours rest*. On a daylight one man job, he must have at least *eleven hours rest*.

The railroads report monthly every violation of the law. Under this law one telegrapher cannot work for another on another shift in excess of his 9 hours, without violating the Federal law and causing the company to be fined.

And speaking of men working for others. It has been held that where three telegraphers are working and a real emergency exists requiring that the work of the three shifts shall be performed by two men, then one of these men *cannot be worked two shifts*, the length of spread for each of the two men is *twelve hours* and no more. Employees are not the judge of emergencies, that devolves upon the operating official of the carrier.

In the U. S. Circuit Court of Appeals, Fourth Circuit, it was held that "The statute assumes that all offices will be operated during the daytime, and for those operated during the daytime only it makes the 13-hour requirement; for those which are operated during the daytime with a continuance of operation into the night it makes the 9-hour requirement." The same court declared working until 10:15 p. m. placed it in this 9-hour class, while another court includes quitting work at 9:30 p. m. in the 9-hour class.

In the United States Circuit Court of Appeals, Seventh Circuit, the court held "The proviso of section 3 of the Federal hours of service law which excepts from the application of the law cases due to casualty, unavoidable accident, etc., applies to telegraphers as well as other employees affected by the act. Admitting that unexpected illness is a casualty within the meaning of that term as used in the hours of service law, the very high degree of diligence demanded by that statute to secure compliance with its terms does not justify 15 hours' service by a telegraph operator in a continuously operated office arising by reason of the illness of another operator supposed to have relieved the former at the expiration of his regular eight-hour tour of duty, it appearing that the third trick operator at such office was available, and whose service, if availed of, would have avoided the necessity of service

by any operator in excess of the limitation fixed for service in an emergency.

While not quoted to the Labor Board there is one other decision that is of great interest to the employees where telephones are used by trainmen. Many operators have called to the attention of their committees that where trainmen use the telephone they come under the telegraphers limited hours of service. What is known as the Florida East Coast case was fought in the Florida Federal Court and appealed from there to the Fifth Circuit Court of Appeals (2741). It was held by the court that a conductor on an interstate railway who is required or permitted during his run to stop at stations and by the use of the telephone to report, transmit, receive, or deliver train orders pertaining to or affecting his train is not embraced within the terms of the proviso limiting the hours of service of operators to 9 to 13 hours, and therefore, a conductor charged with such duties as to his train orders may be required and permitted to be and remain on duty for 16 hours in a 24-hour period.

An operator working after hours without pay but performing railroad work even if not telegraphing comes under the law.

The Order of Railroad Telegraphers secured the enactment of this law limiting the hours of service of telegraphers and the employees are supposed to uphold the law, not attempt its violation, even to become a "good fellow." It has always appeared to me that where telegraphers get off and have other telegraphers do the work for them instead of giving the work to extra men, they are weakening their agreements, the laws of the land, and of direct aid to the carrier.

R. C. BONNEY.

Great Northern Ry., Div. 70.

Kalspell Division—

I will publish a statement of the amount subscribed to the Brother June subscription, when I get the full returns from Bro. Bassford, we found it necessary to donate \$200.00 from our relief fund, owing to the poor showing that the list made on the west end. However, that should not necessarily reflect on the generosity or the good intentions of the members on the west, as the position was taken that as long as we had the fund on hand, it should be used for the purpose for which intended, which position was fairly well taken. I will issue a statement next month as to what moneys we now have on hand in the Relief Fund and, as suggested by some of the brothers, perhaps we may build the fund up again. I think it a wise thing to have some ready cash on hand in case some of the members might suddenly need it for some dire emergency. (No, not the local chairman, he has lots of money and three dollars besides.) However, that will be up to the membership to decide. I am just your clerk and your orders are my

law; I have never quite reached the point where I consider myself an important official. I have had some instances called to my attention, wherein I was mildly criticised and it was slightly intimated that I was inclined to play a little politics, but I want to take this opportunity to inform you, folks, one and all, that, that is absolutely not in my line. All grievances have been and will be handled on their merits, and a member either has a case or has not. The member with the grievance will receive the unreserved support of the organization, to the extreme outside boundary, commonly known as the limit. Several instances of discord between brothers has been brought to my attention and I would like to remark that is one of the saddest things that can occur within an organization. We should remember our obligation and our duty to fellow members. Mix a little of the Golden Rule up in our dealings with one another, and see how much farther we can go in a day. I will unload a little advice, if no one has any objections, and that is that we should strive to give our work the best that is in us, and remember that the train order end of our jobs is the part that comes first of all. Do not disregard any of the rules as contained in the book of rules, even though the practice of living up to them has apparently been discontinued, and not being done. The fact remains, that if you should happen to fall down in some instance and it developed into a violation of the book of rules, you are responsible, just the same whether the practice has been customarily discontinued or not. Don't let the dispatcher have to ring you for information, OS's, etc. We have the swellest bunch of dispatchers on both ends of this division that it has been my pleasure to work with in all my many years experience, and we should give them the best we have in the shop. Our attitude towards the company should be of an absolute co-operative spirit. We should have its interest at heart during our entire eight hour period. Our division officials have shown every inclination toward fair dealing, and just treatment to each of us. The executive officials at St. Paul have shown the same attitude in practically every instance, our rules are intact in every detail, and these executive officials have intimated that they want to live up to our agreement and they expect us to do the same, or they will know the reason why. Do not antagonize your agents. Remember the book of rules says that you are to assist your agents; of course I don't mean that we are to do all the agent's work, but we should not complain of a reasonable amount of clerical work being turned over to us. Furthermore it is an accomplishment to be able to handle the various lines of station work efficiently.

The delinquent list is out for this term, and we have only two, one agent on the west end and an extra operator; I think they

both will come in before they are dropped from the rolls. We have only two *nones* left on the division and I am in hopes of having them lined up in the near future.

The Golden Rule stuff referred to above should apply strictly to members. Be sure that your fellow office workers have an up-to-date card. *No Card, No Favors*, should be lived up to in every sense of the word. Our dues are \$14.00 per year, and if every agent and operator has not derived one hundred times that amount in the past three years, in back pay, increased wages, and overtime, I will buy you a silk hat. Regards.
P. A. IRVIN, L. C.

M. & St. L. R. R., Div. 71.

Eastern Division—

Just a line from Division 71, to let you know that we are still on the map. We miss the old fraternal write-ups we used to enjoy looking over in THE TELEGRAPHER. While they were great for the purpose of keeping tab of the changes on the divisions and the brothers in general, we are very glad to give them up that the space may be utilized for more important matters, and we are glad to see the Brothers taking hold, and giving their views on the important questions that are confronting us at this time.

We have had some objections to the high rate of dues on our division, but they are coming in mighty fine, and it is impossible to reduce them any as long as we keep our General Chairman on the road. I want to say that Bro. Gardner has been doing some good work for the division and as long as his work requires all his time, and he continues to do the good work he has been doing for the division, we surely will not ask him to work overtime to keep his work up. As you all know, this 12 hour day with pay for 8 doesn't look very good to any of us. It is stepping us right back to the old by-gone days, and we must all keep pushing forward trying to right some of the great wrongs that have been thrust upon us. So let us all get behind the gun—keep our dues right up-to-date, and the results are sure to come if we all boost in the right direction. Brothers, don't forget to slip in 50c about once a year to boost our flower fund. It is in good shape now and we want to keep it that way, and I am sure Grand Secretary Ross will appreciate your promptness in remitting your M. B. D. dues, as he likes to see you right up-to-date at all times, and expects to keep you that way if any show is given him—as he is sure on the job.

Brothers we have a few *nones* on the Eastern Division. Keep after them till they line up. When you get tired of working on them give me their names and I will gladly give you all the assistance possible. Will appreciate your help very much along that line. We have some brothers on the Eastern Divi-

sion that are real O. R. T. boosters, and we appreciate their help very much.

Fraternally, W. C. McLIN, L. C.

Chicago & Northwestern Ry., Div. 76.

Ashtand Division—

You have all read copy of Railroad Labor Board Decision No. 757 issued March 3rd on disputed working rules of our organization. We are sure of an eight hour day as it increases our efficiency and gives employment to others in need.

The Board also will decide whether the railroad employees are entitled to an increase or a decrease in their wages as all railroad systems have petitioned for decreases and the unions have countered with demands for increases. It is a very serious matter to most of us because we are waiting for reductions in the cost of living, which was promised. We will lose all confidence in the Board's decisions as they are one-sided and we may have to take drastic action to force consistency in its rulings, as some were reversed against us.

Senator La Follette asserted at Washington, D. C., in one of his speeches in the Senate that the "railroad corporations appear to have effected a combination with certain leaders of one or more of the farm organizations to create public sentiment against the present wage scale of railway employees." In another speech at Milwaukee lately he said: "Freedom and independence are today being battered down by the vandals of privilege and monopoly, who have secured control of every branch of government and are using its great powers, both in domestic and foreign policy, to protect and extend their enormous wealth." He is a real progressive leader and you should help the unions in Wisconsin to re-elect him. It pays to read his speeches.

Give *Labor* to a railroad man and he will be contented. Ask for a sample copy or subscribe through Bro. Boyington now. Quite a few of our Brothers have subscribed and eventually there will be one at every station. It helps wonderfully to read facts and statements instead of the false newspapers.

The I. C. C. on April 24th will start hearings to consider the consolidation of the principal railroads in the southeastern region to start with and has before it a comprehensive plan. The consolidation was proposed by congress to meet the situation growing out of the inability of weak railroads to operate under rates which produced sufficient profit for stronger lines. It is authorized in the transportation act for bringing about the consolidation of the principal American railroads into 19 major systems. I would advise all of you to follow up and read the plan in the act, also what action the I. C. C. will take upon the consolidation plan.

The Conference for Progressive Political Action held in Chicago Feb. 29 and 31

adopted a declaration of principles and formulated a plan of action to be pursued in the political campaigns of this year, and named Bro. E. J. Manion as one of the committee to carry it through. This committee is composed of representatives of labor and farming groups, independent political organizations and the public. Brother, Wake up!

After reading the Call to Action and principles adopted vote for the man who will help the working man to get decent living wages.

The Government has announced a "Hands Off" policy in regard to the coal strike of April first. The coal operators will not agree to arbitration with the coal miners' union or to a renewal of their contract.

The Conference of representatives of the United Mine Workers with delegates of the Railroad Labor Unions held in Chicago Feb. 23 in regard for closer co-operation to safeguard interests during a strike or otherwise, was a success in every respect, and we must be ready to help out each other whenever the call comes for aid. Another conference will be held soon.

Only a few extra men have worked lately by relieving others. They should make sure of the first in, first out rule to work. The Time Freighters are on an On Time basis, and the Way Freighters are daily now. The log trains are doing a heavy business and the company has cars of coal handy on every sidetrack if the strike comes. The ore mines have shipped a few cars South.

Co-operation will reward my patience for the next write-up. Anything of interest should reach me by the 16th for it.

"AS," Cert 1535, Div. Cor.

L., St. P. and Sault Ste. Marie Ry., Div. 119.
Chicago Division—

I wish to call the attention of some of the brothers and sisters to the fact that several of you have become delinquent. It keeps some of us worrying a lot when you become delinquent for it makes extra work for everyone all the way up to the General Chairman, and in extreme cases incurs considerable expense upon our division. Notwithstanding the fact our Division 119 has been quite strong both from a point of finances and membership, the number of members dropped for non-payment of dues reveals a startling situation at the end of the year and if this were allowed to continue would deprive our division as a whole as well as each individual of a lot of prestige and power. Now every member please take this to heart and be prompt in the future.

On March 16th the U. S. Labor Board rendered its decision on rules and working conditions for the telegraphers. Some of the

rules are just and reasonable while others are very unfavorable to us, but could have been worse. The decision covered some of the rules that were in dispute with the Soo Line. However, the Soo Line Railway and Soo Line Telegraphers are not a party to this decision, on account we made no submission to the Board either jointly or ex parte on the rules we failed to agree on; therefore, the rules covered by the decision cannot be put into effect only by the carrier serving 30 days notice upon us for the purpose of negotiating these rules into our schedule.

So we have 30 days more in which to negotiate. Our present rules which are in effect cannot be changed before May 16th at the latest.

The two following rules are a part of the decision. The other rules were practically what we have had and agreed upon.

Rule 3. Intermittent Service. "At one shift offices, where service is intermittent, 8 hours actual time on duty within a spread of twelve (12) hours shall constitute a day's work. Employees filling such positions shall be paid overtime for all time actually on duty or held for duty in excess of eight (8) hours from the time required to report for duty to the time of release within twelve (12) consecutive hours and also for all time in excess of twelve (12) hours.

"Exceptions to the foregoing paragraph shall be made for individual positions when agreed to between the management and duly accredited representatives of the employees. For such excepted positions the foregoing paragraph shall not apply.

"This rule shall not be construed as authorizing the working of split tricks where continuous service is required.

"Intermittent service is understood to mean service of a character where during the hours of assignment there is no work to be performed for periods of more than one (1) hour's duration and service of the employees can not otherwise be utilized.

"Employees covered by this rule will be paid not less than eight (8) hours within a spread of twelve (12) consecutive hours."

The above rule can be made to apply in the form of split tricks at one man stations. It also does not designate any fixed starting time at one man stations.

Rule No. 4. Overtime. "Except as otherwise provided in these rules, time in excess of eight (8) hours, exclusive of meal period, on any day, will be considered overtime and paid on the actual minute basis, at the pro-rata rates for the ninth hour, and at time and one-half thereafter."

The above rule is self-explanatory, for it embraces a nine (9) hour day.

We can all readily see what the road to normalcy is bringing us to. The big interests say it is a long road back. We will say it

certainly is a rough road. The signboards display the following directions: "Longer hours," "Less pay," "Lower standards of living," etc., but like all roads there must be a fork in the road somewhere. Yes, there is, and we should watch for it. It is the road of "Progressive political action." This is the road we must all take or we cannot expect to have better conditions. Every ailment we have in industrial conditions can be corrected at the ballot box. We point with pride to that great leader from Wisconsin, Senator La Follette to whom we owe much and whom the big interests are out to defeat if possible. Get out and boost and don't forget that it is important to get out to the primary election. **CERT. 643.**

Lake Erie & Western R. R., Div. 120.

Sandusky Division—

It has been some time since this division has been represented in the columns of the Journal.

Quite a few changes and several demonstrations have taken place in the last few months owing to the slump in business.

We now have an agent at Castalia, the joint agency being dissolved at that point.

Several of the boys have overlooked the fact that they are delinquent. Pay up, boys, and stay that way at all times.

If any of you have a *Non* working at your station give him no rest until he takes out a card because he can give no excuse for not doing so. We have some on this division that are always looking for increases, etc., and worry more about them than the member that has an up-to-date in his pocket.

I understand the O. R. S. A. has been spreading their propaganda among some of our members and have just about made it stick with some of them. Stay with the organization that has done you good in the past. If anyone can show me where the O. R. S. A. ever done anything for anybody I will show them where they have done more harm than good. If you doubt this write the General Chairman of the C. I. & W. Ry., Mitchell, Ind., and he will give you the whole substance of it.

It has been rumored that the Sandusky Division would handle some of the lake coal this spring but up to this time there has been no preparation made to that effect. Let us hope they do.

There is entirely too much telephoning being done by the trainmen along the line. Brothers, see that no trainman uses the

phone in your office while you are on duty. It would certainly be a grand thing if this practice could be eliminated.

Remember, boys, favor no *Nons*. If they expect any favors, let them take out a card.

C. C. METZGER, L. C.

Rutland R. R., Div. 157.

The following letter is quoted and am sure its contents will meet with the approval of the Brothers upon the north end.

Bardwell Hotel.

Rutland, Vt., March 12th, 1922.

To Whom It May Concern:

It having been customary in the past to have a Local Chairman to cover that part of the Rutland Railroad System between Alburgh and Rutland, I desire to re-establish this position, and, effective at once, Bro. John F. Maher, of Brandon, Vt., is hereby appointed to cover same and thus lessen the duties of Bro. T. D. Whalen, who will now cover between Rutland and Bellows Falls.

H. R. CLARK, General Chairman.

Approved: E. V. PAGE,

General Secretary and Treasurer.

You will have now, no doubt, received our circular letter in regard to living strictly up to the hours of service should a new one be issued. It is the only way that these extremely bad conditions can be remedied. The Public are the ones who will again be put to a disadvantage, as you will be cut out at various hours during the day and they will be unable to get freight, etc. Complaints from them might eventually shorten your hours or else pay you overtime.

Soon as the roads will permit "Flivvering" expect to resume meetings again. Meetings proved unsuccessful during the winter months. **CERT. 164.**

Ann Arbor Ry., Div. 164.

A special meeting was held at Owasso, March 5th, in the trainmaster's office, for the purpose of discussing rules and working conditions—which was not very well attended by the boys west of Owasso, while the east end was well represented. Train service west of Owasso may have been the reason for some of the boys being absent.

However, the meeting, first of its kind, did not accomplish very much, except appoint a Local Chairman.

I take pleasure at this time in thanking you one and all. I will endeavor to do all possible for the benefit of this Division. I look to you for, and expect, your assistance. Let's go. **A. LADOUCEUR, L. C.**

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"My Hamilton enlisted in the 90's"

"I bought this Hamilton in the nineties and am still running trains by it", said Conductor Patrick J. Landy, the efficient Conductor who takes the fast mail No. 9 on the Chicago and North Western out of Chicago.

A feeling of affection is displayed by veteran Railroad men for their Hamiltons, a feeling that has been inspired by the unfailing service which the Hamilton Watch has given them under all the strenuous conditions of railroading. The accuracy and durability of the Hamilton Watch is the result of the skill and brains employed in making it the dependable servant of the Railroad man. 'Quality First, to meet Railroad requirements' is the motto of the Hamilton factory.

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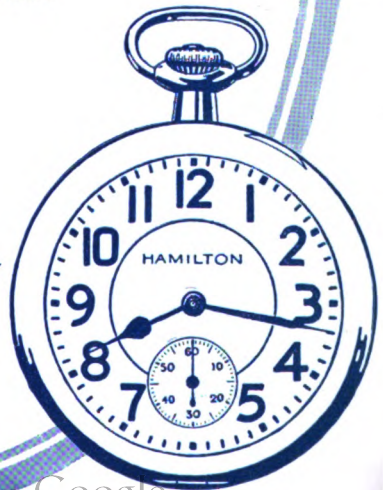
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When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from \$40 to \$200. Movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

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VOLUME
XXXIX



NUMBER
FIVE

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY IN ST. LOUIS, MO.

By

The Order of Railroad Telegraphers

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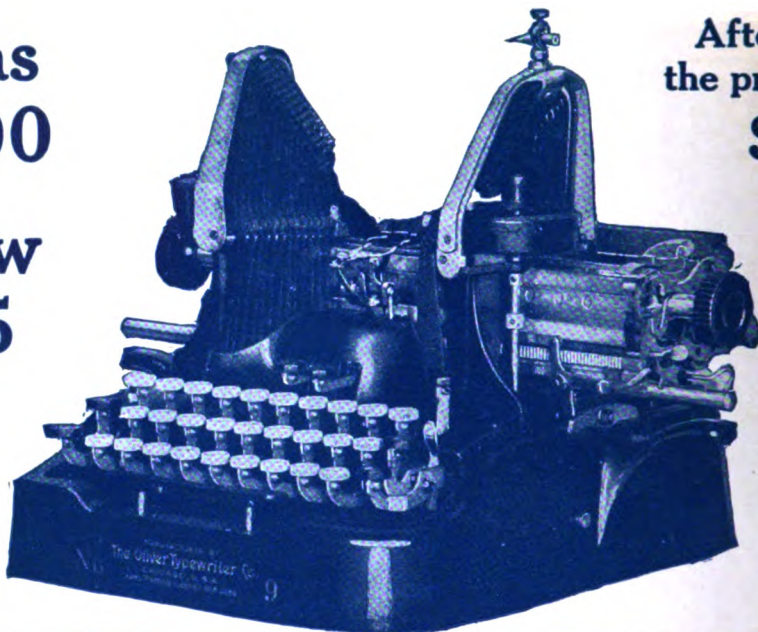
1922



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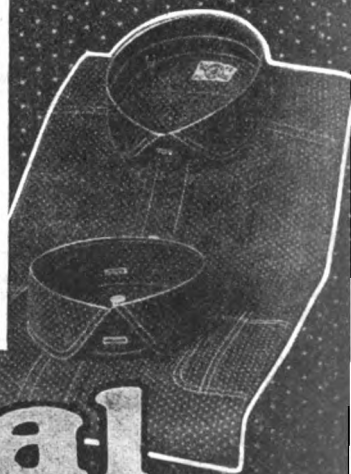
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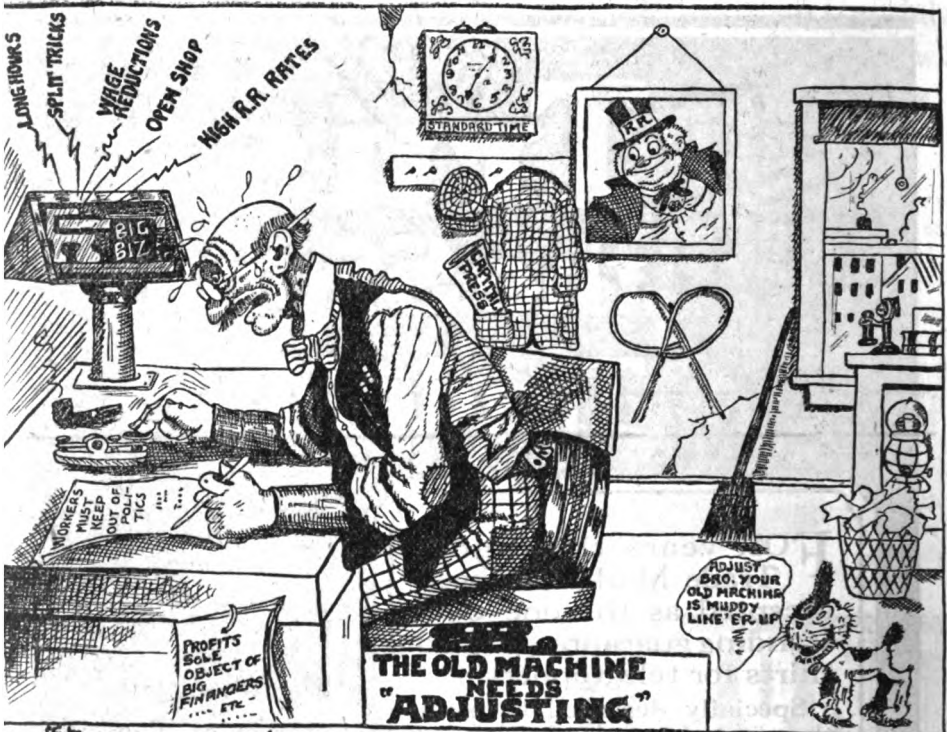
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THE RAILROAD TELEGRAPHER

E. J. MANIÖN, Editor and Manager



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MAY, 1922

No. 5



In This Issue

	Page
Canadian Situation - - - -	388
Wage Hearing at Chicago - -	389
Refusal to Maintain Operator Causes Wreck - - - -	401
World Wide Abuse of Labor -	404
By-Laws of Pension Department -	409

The Canadian Situation

During the month of April the managements of the Canadian railways submitted to representatives of The Order of Railroad Telegraphers in Canada proposed changes in rules governing working conditions for employees covered in telegraphers' schedules. The proposed changes are drastic in nature and some of them, if put into effect, will abolish rights enjoyed by telegraphers for years past.

The proposed changes follow in wording those made by Decision 757 of the United States Railroad Labor Board. The propositions of the different railroads are somewhat similar, though in some instances, additional changes, are proposed. The Grand Trunk proposes to eliminate that article of the schedule covering telegraphers which provides for vacations with pay, and other lines have requested various other changes.

The representatives and members of the Order of Railroad Telegraphers in Canada have never agreed to the application of awards or decisions of the United States Railroad Labor Board in their entirety, but only consented to consider such awards and decisions as a basis from which to build and apply rates of pay and rules, and then only when requested by the railway managements to use them as a basis for settlement. On several occasions the agreements finally reached have deviated widely from such awards or decisions when it was not to the advantage of the roads or the men to accept them.

In the matter of rules governing working conditions, Canadian telegraphers have not obtained any concessions, through awards or decisions made in the United States, but had secured concessions by conference and agreement with the managements before Federal control of roads in the United States. The only exception being the eight-hour day, which is now the recognized working day in almost every civilized country.

When, in 1914, the World War began, neither the Canadian Government nor the Canadian telegraphers followed the lead of the United States, but were governed in their actions by what they considered their duty and the conditions affecting them. They, therefore, now object to accepting decisions handed down by a tribunal in another country, upon which telegraphers have no representation, and which gives no consideration to conditions prevailing in Canada.

The General Chairmen of Divisions 1, 7, 11, 43 and 99 met in Montreal May 2nd and 3rd and agreed upon the procedure to be followed during negotiations concerning the proposed changes. The General Committee of Division 7 expect to confer with their officials on May 11th, Division 11 expects to convene their committee May 16th, Division 43 at Winnipeg, May 16th, and Division 1 at Toronto, May 20th. The smaller lines will, in all probability, leave their negotiations in abeyance until a settlement is reached on the larger roads, as this has been the practice followed in the past.

The members have all received copies of the proposed changes, and the members of the different committees are very anxious to have every member write their respective local or general chairman, or other officer of the organization, giving their views on the matter now under consideration, in order that when they meet the representatives of the managements they will be able to discuss the situation intelligently according to the wishes of the employees.

Deputy President J. M. Mein will be at the Grand Hotel, Montreal, during negotiations to give any advice or render any service required, and will be pleased to hear from any member or officer of the O. R. T. interested in the situation.

Wage Hearing at Chicago

To publish the full and complete report of the testimony taken, statements presented and charts filed during the hearing of the requests for decreases in wages for employes covered by The Order of Railroad Telegraphers, made by the representatives of the roads, and requests for increased rates, removal of inequalities between rates of pay on contiguous roads and on the same roads for those same employes, made by The Order of Railroad Telegraphers, would be impossible in one or several issues of The Railroad Telegrapher.

In an effort to give the members of the O. R. T., a general outline of that hearing, the following description of the salient features thereof has been prepared.

Every member of the Order may rest assured that the presentation of the case for the O. R. T., and the answer made to that of the roads, by the General Officers and respective General Chairmen representing the employes, was carefully prepared, ably handled and conducted in a manner that made the rightfulness and justice of the position taken by O. R. T. patent to all.

The fact that the alleged conferences attempted to be held were not in compliance with the law or the principles and dicta of the Board, was forcibly presented and the request made that no horizontal or inequitable reduction in rates be imposed, was set forth in no uncertain terms.

The hearing of disputes concerning request for increased wages by committees of the Order of Railroad Telegraphers and request for decreases in wages by the railroad management covering and affecting those engaged in station, tower and telegraph service on railroads effected, came on for hearing before the United States Labor Board at Chicago on April 20th, 1922. Representatives of the railroads were first to make their presentation of a request for reduced rates of pay.

RAILROADS OPEN.

The statement of Mr. J. W. Higgins on behalf of the Western roads was in part as follows:

"Each railroad served notice of its desire to reduce rates of pay. A majority of the railroads proposed a reduction of .4c per hour in the rates established under Section 1, Article 5, Decision 147. In other words, they aimed to re-establish the rates in effect prior to Decision 2. For the rates of non-telegraph agents as established by Section 2, Article 5, Decision 147, some railroads proposed a 10 per cent reduction. In the main the proposals contemplated the re-establishment of rates in effect prior to Decision 2 with slight variations and with the exception that roads affected by Int. 8 to Supplement 13 proposed eliminating inequalities that had resulted from the application of that interpretation. Counter demands were presented by the men which varied on different roads. The men on some railroads requested restoration of the rates of Decision 2; others asking that the

lump sum be distributed over the various positions, while still others requested that their rates be leveled up to those of a higher paid contiguous road, and then to add to the new level an hourly increase.

"Upon failure to reach agreements in conference, disputes were certified to this Board in accordance with the Transportation Act and are now properly before this Board for decision. In support of the railroads' petition for a decrease in wages, the Western Railroads joined in collecting information as to rates paid in outside industries. These exhibits showed that of all the industrial employees studied in the 28 Western States, 77 per cent were, in December, 1921, getting lower rates than rates paid by railroads for like or analogous service.

"The working conditions of the commercial telegrapher differ from those of the railroad telegrapher so much as to make a comparison of no practicable value. For that reason we must treat the situation as it relates to telegraphers without such outside comparison, at the same time holding that by reason of inability to make such comparisons telegraphers should not enjoy a preferential position because they bear a relationship through broad comparison of skill, responsibility, etc., to other railroad employees.

"Years of operation and custom have set up broad wage relationships which should be followed. This Board, in Decision 2, gave the telegraphers increases, and in Decision 147 certain reductions were made for telegraphers.

"Telegraphers have received increases since 1915 as follows: An average monthly compensation for telegraphers on 24 of the principal and highest paid railroads in the United States in 1915 was \$71.98, which, on the basis of 204 hours per month, produces an hourly rate of 35.5 cents. The average hourly rates prior to Decision 2 was 55½ cents, which is an increase over the 1915 rate of approximately 58 per cent. Using the 204-hour basis in 1915 produces the maximum average rate, as practically all telegraphers' assignments at that time were in excess of 204 hours per month, so it may be accepted that 58 per cent is the minimum increase the railroads are proposing over the 1915 rates.

"Prior to Federal control when schedules were negotiated with telegraphers the rates paid for similar positions on contiguous lines were always given consideration. The variation in rates as between the individual positions comprehended the difference in the scope and responsibilities of the positions. The establishment of the 48 cents per hour minimum rates by the Railroad Administration of course left only the differentials existing in the higher rates positions, and they stand today as they have always existed, that is to say, as they existed before the railroads were taken over.

"On some roads the application of Int. 8 to Supplement 13 created unjust inequalities by distorting the differentials that had been built up through years of negotiation, and also created dissatisfaction on contiguous roads not parties to Int. 8 by destroying the relationship that had existed between similar positions on adjoining roads, but the Board heard the petition for relief to those Western Roads adversely affected by Int. 8 to Supplement 13 on March 18th, 1922, and they are now awaiting your decision.

"In considering an adjustment in the rates of pay for telegraphers, we ask that the Board give consideration to the downward trend that has taken place since the issuance of Decision No. 147, also to the deflation in living costs and other relevant circumstances which the law provides for the determination of a just and reasonable wage."

He then introduced for record a memorandum from the Minneapolis & St. Louis Railroad and Great Northern Road covering the disputes on those roads from the railroad's standpoint.

He was followed by John G. Walber on behalf of the Eastern Railroads, who made a general presentation of the situation from the standpoint of the railroad

management as outlined by Mr. Higgins. In the course of the presentation Mr. Walber called attention to the fact that in some of the submissions made by the employes argument was advanced that increases should be made due to the fact that other roads in contiguous territory paid higher rates and stated:

"This argument alone, if permitted to enter into the present issue, would open up an avenue of further discontent and discord among the various classes of employes of the individual carriers."

With respect to changes in the cost of living he stated that "submissions from the individual roads showed that the committees introduced budgets, the majority of which were calculated from the so-called Washington budget so that in this case we shall also have to treat with budgets."

STATION AGENTS.

W. A. Northcutt, representing the Southeastern Carriers, in the course of his presentation, stated:

"I desire first to discuss briefly the situation as to the employes coming under Section 2 of Article 5—that is, agents at small non-telegraph stations, as referred to in Supplement No. 13 to General Order No. 27, Article 4, Section (c), at which, as I have stated, a number of the roads in the Southeast have proposed reductions which will result in the restoration of the rates in effect on January 1, 1918.

"While it is true that Addendum No. 2 to Supplement 13 to G. O. 27 made the 48-cent-per-hour minimum applicable at the small non-telegraph stations at which the employes devoted all of their time to such duties and which paid salaries ranging from \$30 to \$60, as of January 1st, 1918, prior to the application of General Order No. 27, the fact remained that as to a great number of such stations on the lines I have mentioned the duties required by the railroads did not then, and do not now, consume the entire time or any substantial portion of the time of the employes holding such positions.

"Many such stations had been established primarily, if not solely, as an added convenience to the public and were established because someone was entirely willing to take the position and perform the duties for compensation bearing at least some reasonable relation to the value of the service to the railroad company. As stated, there were numerous stations of this character on the lines I have mentioned. It is apparent, therefore, that the establishment of a rate of 48 cents per hour for this class of agents resulted in an enormous increase not only in the pay to and earnings of the agent, but in a very great cost or expense to the railroad company. * * *

"We earnestly urge the Board to give its most careful consideration to this class of agents and to authorize the establishment of rates of pay that will bear some reasonable relation to the amount of work actually done and to the value of the services to the railroad company and to its patrons living in the vicinity of such stations."

RATES FOR LEVERMEN.

In the course of the presentation made by A. B. Ramsdell, representative for the C., R. I. & P. R. R., he referred to the fact that in negotiations with the telegraphers they requested rates as established by Decision 2 for levermen in towers be again increased to 62.25 cents per hour, making an average monthly compensation of \$151.47, an increase per man as compared with December, 1917, of 100 per cent, with a reduction in hours worked of 33½ per cent.

"Our proposed reduction," he states, "establishes a rate of \$116.80 per month, which we feel is a just, fair and reasonable wage for the service of the men employed in these non-telegraph manual interlocking towers, because in the past the carriers were able to fill these positions with incapacitated or superannuated employes who were not capable of filling other positions, and the wages we paid at

that time we felt were adequate to fully compensate the employe for all services rendered."

At the conclusion of the statements made by those representing the roads, President Manion of the Order of Railroad Telegraphers, opened the case for the employes by reading the letter sent to the Board on February 11th, which letter was published in The RAILROAD TELEGRAPHER for February, and then proceeded as follows:

"For the purpose of establishing a basis upon which to build our case I now desire to refer to some of the principles laid down in decisions of this Board which ought to be kept well in the forefront during your deliberations, during these hearings, and during your executive sessions, in order that any decision you may make will be consistent with the dicta and procedure which you have established in previous decisions.

"I now desire to refer to Decision No. 2, dockets 1, 2 and 3, page 6, wherein the following appears:

'The Board has been unable to find any formula which applied to the facts would work out a just and reasonable wage for the many thousands of positions involved in this dispute. The determinations of such wages is necessarily a matter of estimate and judgment in view of all the conditions.'

And on the same page in Decision No. 2 the Board states:

'As to inequalities of increases in wages or of treatment, the result of previous wage orders or adjustments, the urgency of prompt action has made elaborate investigation into this factor impracticable.'

"We give full recognition to these statements by this Board because we recognize that the Board was confronted with an immediate problem in 1920 directly following the institution of the Board, and that it was necessary at that time to estimate as to what constituted just and reasonable wages in view of the long deferred wage problem. We cannot conceive, however, that the same method of determination of the present problem can now be employed. Almost two years have elapsed since Decision 2 was issued and the Board ought to be competent to fulfill its obligation, as prescribed in the Transportation Act, and establish rates of wages and salaries at this time which are just and reasonable.

"In its Decision 49 the Board defines the duty of the carrier and the employe as prescribed in section 301 of the Transportation Act, as follows:

'The duty imposed by section 301 on all carriers and their officers, employes and agents to consider, and if possible, to decide in conference all disputes between carriers and their employes has not been performed by the parties hereto, either with regard to the wages or working conditions portion of this dispute. * * * Naked presentation as irreducible demands of elaborate wage scales carrying substantial increases or of voluminous forms of contract regulating working conditions with instructions to sign on the dotted line, is not a performance of the obligation to decide disputes in conference if possible. The statutes required an honest effort by the parties to decide in conference. If they cannot decide all matters in dispute in conference it is their duty to there decide all that is possible and refer only to the portion impossible of decision to this Board.'

NO ATTEMPT TO CONFER.

"I have already stated in my letter of February 11th, 1922, to the Board that there was no attempt made by the carriers generally to comply with the duty imposed upon them by section 301 of the act, to consider, and if possible decide in conference, this wage dispute which was initiated by the carriers, but on the contrary an arbitrary proposal was made to our committee to accept a reduction in

wages in the amount set out by the carriers which amount was approximately the same in all cases, with instructions to the committee to sign on the dotted lines, and that no attempt whatever was made to negotiate wages that were just and reasonable. This, notwithstanding that the notice served on our committee by the carriers generally contained the statement that it was the desire of the carrier to adjust railroad wages on a scale that will be just and reasonable.

"And I desire to read a few of these notices to our committee, in order to show that the carriers did not comply with their own request.

"I have here notice to the New York Central General Committees, Lines East, dated:

'New York, November 15, 1921.

'To the Representatives of the Employees:

'To enable the railroads to meet the general and insistent demand for a reduction in transportation costs, and to adjust railroad wages on a scale that will be just and reasonable, it will be necessary to effect a reduction in wages.'

"There is other matter, but that is the point I wanted to bring out.

"To meet the general and insistent demand for reduction in transportation costs, and to adjust railroad wages on a scale that will be just and reasonable, require a reduction in railroad wages.

"The management is, therefore, constrained to give notice that it desires to confer with representatives of the several classes of employees with a view to agreement upon such reductions.'

"I simply want to call to the attention of the Board the fact that this carrier did not ask the employees to come in for the purpose of establishing wages that were just and reasonable, and then that they did not confer upon that basis.

"The Baltimore & Ohio Railroad sent a notice to the committee under date of November 15th, 1921, addressed to the General Chairman, reading as follows:

'To meet the general and insistent demand for reduction in transportation costs, and to adjust railroad wages on a scale that will be just and reasonable, requires a reduction in railroad wages';

and at that conference there was no attempt made by the carrier to adjust wages on the basis of justness and reasonableness.

The New Haven, dated at New Haven, November 15, 1921, addressed to the General Chairman, reads:

'The general and insistent demand for reduction in transportation costs and to adjust railroad wages on a scale that will be just and reasonable, requires reduction in railroad wages.'

"There was no effort made on that property to adjust wages on a basis of justness and reasonableness.

"The Western Maryland, under date of November 10, 1921, reads:

'In order to meet the general and insistent demand for reduction in transportation costs, and to adjust wages on a scale that will be just and reasonable, a reduction in railroad wages is required';

and there was no effort there, either.

"And so with others, Mr. Chairman and gentlemen of the Board, but I will not burden the record any more on that. I just read those in as indicative of the notice that was sent to the employees, and it is a fact that the carriers' representatives did not attempt to adjust these wages on a basis of justness and reasonableness. On the contrary, they simply met the committee and told them they must reduce wages four cents per hour, or whatever amount they specified, and that this was necessary in order that the railroads might secure an amount of

money from the wages of the employes to pass on to the public in the way of reduced freight and passenger rates.

"The only argument advanced by the carriers in conference with our committees generally, was that to enable the railroads to meet the general and insistent demands for reduction in transportation costs, it was necessary to reduce the wages of our employes.

"Again, I reiterate that no attempt was made in the conference held between the representatives of the carriers and the representatives of our class of employes to establish just and reasonable wages, nor to adjust any of the inequalities now existing; but that these conferences were merely perfunctory, many of which lasted less than an hour.

COMPANIES IGNORE DICTA OF BOARD.

"This Board has seen fit to take jurisdiction in the appeals of the carriers in this case, notwithstanding that the principles and dicta enunciated by the Board in previous decisions have not been complied with by the carriers. Furthermore, if the statements contained in the press are authentic the Chairman of the Board on April 3rd stated:

'It ought to be understood that the Labor Board will not put itself into the position of trading wages for prospective or already revised reductions of rates, passenger or freight, or both.'

"This statement by the Chairman of the Board would indicate that the Board still adhered to its former rulings and that it would not assume any of the functions of the Interstate Commerce Commission by attempts to establish rates of pay on a basis of bargaining on the issue of what constitutes proper freight and passenger rates. In view of the fact that the carriers did not attempt to set up in conference with the representatives of the employes of the class represented by the O. R. T. any other argument than the one above referred to, namely, a reduction in wages must be made in order to enable the carriers to reduce freight and passenger rates, it must at once be apparent that Section 301 of the Transportation Act as interpreted by the United States Railroad Labor Board in its Decision 119 has not been complied with, and these entire proceedings are irregular and the entire subject matter so far as the O. R. T. is concerned ought to be remanded back to the carriers and their employes for consideration in conference and deliberation to the end that every reasonable effort and every available means be made to effect a settlement through direct negotiations and endeavor to establish rates that are just and reasonable rather than place this onus on the United States Railroad Labor Board.

"It must be recognized by this Board and the parties to this hearing that the condition obtaining among the class represented by the O. R. T. with respect to wages are different than those obtaining in all the other classes which have preceded us in these hearings, in that the O. R. T., during the period of Federal Control, did not operate under a national agreement or standardization of wages, but on the contrary, each railroad and each general committee functioned separate from the others, and as a consequence large numbers of inequalities in rates of pay existed and still exist among the class of employes whom I represent.

"Before any horizontal increase or decrease in wages can be made these inequalities should first be adjusted, proper differentials established on each railroad party to these hearings, and if the carriers decline to perform this duty then the Board in taking jurisdiction of this case must, in compliance with its obligation under the Transportation Act, establish wages that are just and reasonable, and this can only be done by a careful analysis of each railroad and a readjustment of the entire wage fabric on each railroad.

"Any other procedure will only serve to aggravate the already unsatisfactory conditions and place the Labor Board in the light of an 'urgency machine,' rather than a substantial court of equity."

Upon conclusion of his statement the Chief Executive of the O. R. T. called to the stand the General Chairmen of committees representing various roads who presented the case as it affected the men upon the respective roads.

GENERAL CHAIRMEN TESTIFY.

During the hearings those representing managements saw fit to attempt to prove that Station Agents in many instances had nothing or very little to do, and that they drew enormous salaries altogether out of proportion to the work done; that the express commissions received amounted to hundreds of dollars per month and that, because of those conditions, the wages paid such agents should be reduced to the amounts paid as of January first, 1918.

To offset and disprove the contentions of the managements in that respect, various General Chairmen were placed on the stand and the impression they made as they gave, in detail, the facts concerning the numerous and exacting duties performed by Station Agents, both telegraph and non-telegraph, was altogether destructive of the attempt made to minimize the Station Agent class of employees.

The fact that out of the express commissions received, many agents were compelled to pay clerks and helpers, required because of the work to be done in connection with handling such express matter, was developed, as was also the fact that agents suffered less in various ways, were never really off duty and the service they rendered was exacting and responsible.

The statements made by representatives of the roads concerning how easy it was to learn telegraphy and how those learning received pay while doing so, were utterly disproven as witness after witness, all of whom were practical telegraphers and railroad employes, detailed how they had done other work while learning for which the compensation paid was meagre and insufficient and that none of them had ever received one cent while learning telegraphy, except for work done and services rendered in other directions.

The responsible duties performed by telegraphers on railroads, responsibility for life and limb of other employes, passengers and property, were quietly and effectively set forth by men who for years had performed those duties and carried those responsibilities and the contention of the managements that but little skill and small responsibility attached to such positions, was completely upset.

The assertion made by representatives of the management that tower jobs were easy and a sort of job similar to crossing watchman that could be held by those incapacitated for real work, was completely exploded by a plain statement of the duties performed by men in towers, made in detail by men who were working in towers of all kinds at different places and on different roads.

If space permitted and the whole of the testimony given in refutation of the assertions, statements and conclusions made by the roads could be set forth in detail, every agent, telegrapher, towerman, director and all others employed in the station, tower and telegraph service on railroad of the United States, would be proud of the cool, collected and effective manner in which their story was told and their rights were maintained by the various Grand Officers and General Chairmen who handled the presentation or testified to facts in connection therewith.

Not a point was overlooked, not a detail was forgotten in the presentation of the request for increases in pay and removal of inequalities, made by The Order of Railroad Telegraphers, and nothing was let go by that would aid in refuting the arguments made by managements for a reduction in rates.

ROADS OBJECT TO BUDGET.

Members working on the roads where disputes occurred and presentations were made are familiar with the statistical matter furnished the Board in connection with requests for increased rates and removal of inequalities existing, as copies of such presentations were sent to them by the officers of Divisions concerned. To those figures, and especially the budget feature, the management offered great objection and adduced a mass of figures, statements and assertions in attempts to refute the figures and statements offered by and for The Order of Railroad Telegraphers.

The General Chairmen who testified went into great detail regarding the budget amount necessary to supply a family of five and, from actual experience of themselves and others, showed the necessity for rates of pay sufficient to cover that budget, if men, women and children were to live an appreciably satisfied life based on American standards.

The argument made on that subject by those representing the O. R. T. proved a deep and thorough knowledge of the subject and a determination to follow the path of progress leading to better lives for those who toil, and was emphatically expressive of real American principles.

The whole attack upon that feature of their testimony and the budget set forth in our presentation, by those representing the roads, was from an entirely reactionary standpoint and asserted the dogma that for all those who labor on railroads, a mere subsistence wage was sufficient. At times the argument of those representing the roads approached dangerously near the assertion that if men were forced, through hunger of themselves, loved ones and those dependent upon them, to accept work at a wage allowing them to merely exist as glorified cattle, then the roads were justified in paying wages, fixed by the terrorism that goes with unemployment, to those compelled to offer their services at little or nothing, and to fix the wages of all by the standards forced upon the unfortunate, the whipped and the terrorized.

Troglodyte reasoning and theories that belong with and in the age of the Dinosaur were the best offerings that the lawyers representing the roads could lay before a board supposedly representing the best in public life in this day and generation, as apology for and in extenuation of the determination of the roads to lower wages.

They did not appeal to justice and the innate right of things—they based their argument upon *Lex Talonis* and the doctrine of "He who can shall take and he who has shall hold."

CONCLUSION OF HEARING.

At the conclusion of the testimony offered by the General Chairmen and cross-examination of each by those representing the roads—the roads offered rebuttal testimony and oral argument in attempts to overcome the case made by the O. R. T. Following that President Manion made the closing argument for the Order and the hearing was concluded. The closing argument follows:

"I want to point out to this Board in the beginning that this wage movement, so far as its origin is concerned, was instituted by the carriers, and that it was the result of action on the part of the Railway Executive Organizations whereby they ordained, if you please, that the wages of railroad employees must be reduced. They set up as a reason that it was necessary to grant the public relief in the way of reductions in freight and passenger rates, and without any consideration whatsoever for the elements of the Transportation Act, but in an arbitrary manner, notice was served upon our committees throughout the country to appear before the officials for the purpose of negotiating rates of wages that were just and reasonable; and, when the committees appeared before the proper representatives of the carriers, they were immediately told that we are going to cut your pay in order to grant the public a

decrease in freight and passenger rates, and that is the only argument we have had presented to us in conference.

"Of course, when it became apparent to the carriers and particularly to these men who had to draw up these propositions and who have to come before this Board, that argument would not avail here, then they did compile some statistics which they have handed in here, but in my opinion they have not attempted in any manner to justify any wage decrease, and particularly the wage decrease they are asking for.

"Now, I am not criticising these gentlemen, because I know what their position is in the matter, and as I stated to this Board at the time we were negotiating rules, I believe we could sit down with these men if their hands were not tied, and that we could negotiate wages on a basis of fairness and equity. We could take up conditions that Mr. Northcutt referred to here, some of those small stations, and we could take up the other conditions and we could arrange them in a manner that would be satisfactory to all concerned; but apparently, the whole thing has gone out of their hands and has gone into the hands of the financial interests, and with one fell swoop they say you will do this and they say you will do that, leaving the men who have got to perform the actual work without any option in the matter whatever to carry out the orders of the financial interests.

"Now, Mr. Chairman and members of the Board, I want this Board to give that full consideration. I want this Board to take into consideration all the facts that have been presented here by the several witnesses which we have put on the stand, particularly with reference to the differentials that exist on the several railroads as between railroads and as between divisions and so on and so forth.

HORIZONTAL DECREASE OR INCREASE UNFAIR.

"I want this Board to take into consideration the duties and responsibilities of the employes whom we represent, and to take into consideration all other relevant factors of the Transportation Act, and establish wages, if you please, on these several properties that are just and reasonable; and not to attempt to increase or decrease any of the wages in a horizontal manner, because if you do that it will be absolutely unfair to these men who are performing the service out on the line.

"I am going to ask the Board to take those facts into consideration, and in your deliberations try and work them out.

"I realize it is a big job. We stood perfectly willing all through the negotiations with the representatives of the railroads to go into this question with them. My instructions to the general chairmen were to take up the matter on your particular railroad and adjust wages on a basis of fairness and equity to all concerned. I did not try to enter in or dictate or anything of the kind; they were at liberty at any time and at all times and now to settle their differences on their own railroad with their respective managements, without any reference whatsoever to this organization.

"Mr. Wharton: Mr. Manion, did you receive any notice of any settlement having been reached on any individual property?

"Mr. Manion: I think we did settle on a couple of properties. On the Bangor & Aroostook, I think we settled. I think we did on two or three little properties. The Atlanta & West Point, and on a few of the smaller properties I think they possibly did make a settlement. Apparently it was satisfactory to them, and if it was, of course it was certainly satisfactory to me.

"I believe these railroad officials ought to take that into consideration, that it ought to be a function of the Board if it has the power, to instruct them to endeavor in conferences to settle these wage questions on the ground and not have them submitted to this Board.

"I realize if this Board has to go into this wage question as it ought to do and adjust the wages for the classes we represent on a basis of justice and equity, it

will take you months and months to go through and analyze all these wage scales; I realize that, and you ought not to be called on to do it, it ought to be done on the ground in so far as possible, and only such few differences with respect to the wages at particular points as cannot be agreed to, ought to be referred to this Board."

IN REBUTTAL.

Just prior to the conclusion of the hearing request was made by President Manion for an opportunity to file such written rebuttal testimony as might be deemed advisable, in reply to statements made by the representatives of the railroads. That request was granted and certain exhibits and written rebuttal testimony have since been filed with the Board.

During the testimony given by John G. Walber, he stated that while a large number of employes in the station, tower and telegraph service were below the 33 cents per hour, and, notwithstanding that a 48-cent minimum was created, very few of the positions went to the minimum rate. That statement was made ostensibly in support of the desire of the railroads to establish the operation of the wage orders as creating inequalities. This prompted a thorough analysis by our statistical department which applied the wage orders to certain typical examples, filing the figures with the following analysis:

Analysis (1). All argument to the contrary or exhibits pertaining to show how men working long hours in 1917 benefited to a greater extent than short hour men, it is here proved, and cannot be disproved, that any employe who received \$67.32 per month or less prior to Supplement No. 13 went to the minimum rate under that supplement if it was properly applied.

Analysis (2). There is no significance in a comparison such as is made in the Bureau of Information of the Eastern Railways, as the fundamental base is predicated on "unusual" mathematics, using two different bases as a comparison. It is assumed in such a comparison that a decrease in hours is an increase in compensation or, if this is not the intent, it must be assumed that if the compilation shall have any value comparatively, that the same number of hours are worked in the succeeding years under various wage orders embraced in the study, and we have testified, without contradiction, that there is an enormous decrease in our hours of service.

Analysis (3). The true analysis discloses that what is developed was that the fixed monthly wage was accepted as a base, whether the employe worked 8, 9, 10, 11, 12, or more hours per day. A new hourly rate was established by the wage orders, the eight-hour day effected and the same wages are paid, with the same differential as existed in 1917, regardless of the eight-hour day. We contend this is the only just, reasonable and equitable method which could be pursued.

MONTHLY WAGES.

The representatives of the Railroads re-introduced figures which were submitted to the Board by The Order of Railroad Telegraphers May 1st, 1920, at Washington D. C. The figure in question is an average monthly wage of \$71.98 of twenty-four of the principal railroad companies in the United States. They also introduced figures which we introduced at this hearing under Supplement No. 13 in a study of average hourly rates taken from existing schedule agreements on one hundred and twenty-eight Class 1 railroads, developing that \$.5575 was the average hourly rate under Supplement No. 13, and adding four cents per hour, the balance which still accrues under Decision No. 2 of the U. S. Railroad Labor Board, less the deduction of \$.06 under Decision No. 147, makes the hourly rate \$.5975 per hour at the present time.

It can but be said that we welcome re-introducing the same figures with an analysis on the real developments which an application of the following example discloses:

1913—Purchasing power	68.48	69.93	*1.45	65.25	68.48	3.23
1915—Actual wages	71.98	.....	*	.....	.....	.....
1922—Actual wages .....	.....	121.89	.....	.....	.....	.....
1922—Proposed wages .....	.....	.....	.....	113.73	.....	.....
1922—Equivalent wages required for 1913						
purchasing power	119.36	121.89	*2.53	113.73	119.36	5.63
Cost of living over 1913.....	1915 over 1913, 5.1	1921 over 1913, 74.8				

* Credit to employees.

Seventy-one dollars and ninety-eight cents in 1915, when the cost of living was 5.2% over 1913 (taken from the latest release of the Bureau of Labor Statistics, Bulletin No. 1371, February, 21st), develops that the purchasing power of these wages was the same as \$68.48 in 1915, which has been reduced to this base, to secure a common base.

We find from this same bulletin (of the Bureau of Labor Statistics) that at the end of the year 1921 the cost of living was 74.3% over 1913, and it is a simple mathematical computation to ascertain that to maintain the purchasing power of the 1915 average monthly schedule rate, it would require \$119.36. The railroads, in their request to reduce wages in the amount of four cents per hour, would establish the rates in effect prior to the application of Decision No. 2, which yielded an average of \$.5575 per hour for 204 hours per month (25½ days of 8 hours), or \$113.73 per month, which when compared with the existing purchasing power of such wages, is \$5.63 per month less than obtained in 1915. Their proposal would yield \$5.63 per man per month less today than the purchasing power of our 1915 wages. We again aver that we were inadequately compensated in 1915, but notwithstanding this fact, we have only been successful in the period 1915 to 1921 to increase our economic status \$1.45 per man per month; this, notwithstanding that our organization has spent thousands of dollars in maintaining committees and conducting negotiations with the representatives of these carriers, and devoting time and effort of inestimable value to the work of enhancing the industrial conditions of our constituents, and we now find ourselves but \$1.45 per month better off than we were in 1915, and now come the carriers, through their representatives, and demand that not only this \$1.45 per month be taken from us, but also \$3.23 in addition thereto. The \$1.45 per man per month above referred to is arrived at by using the present hourly rate of \$.5975 for 204 hours per month, producing a monthly rate of \$121.89, which is the average monthly rate existing today, based on a study of 64,786 employees. The purchasing power of this present monthly rate of \$121.89 in the year 1913 was \$69.93, based on the same cost of living figures. It will therefore be readily recognized why we welcome a re-introduction of our figures which have been used by the railroads in an endeavor to make their case.

STANDARD FAMILY.

Question was raised as to the standard family in the United States, which was shown in the budget generally used by committees of this Organization in their request for a living wage. The statement was made in a large majority of cases, that the budget had been worked out for a standard family, consisting of husband, wife and three dependent children—a boy of 11, a girl of 5 and a boy of 2 years of age—and the statement was also made that the number in the family, and the ages of the children conform closely to the standards used by the Bureau of Labor Statistics and other investigators in the past. It was stated that the determining factor in selecting the standard family was the fact that a family of this particular size and composition represents actual existing families in the United States. The average number in the white families scheduled by the Bureau of Labor Statistics was 4.9 individuals (equivalent to 3.33 adult males), which corresponds very closely with the standard family of 5 individuals (equivalent to 3.35 adult males).

The figures incorporated below are taken from the latest complete census figures available, namely, the population in 1914, converted into equivalent adult males and into families, equivalent in food requirements to the standard family, which were

used throughout the figures submitted by our committees in their requests for a living wage.

POPULATION IN 1914, CONVERTED INTO EQUIVALENT ADULT MALES AND INTO FAMILIES EQUIVALENT IN FOOD REQUIREMENTS TO THE STANDARD FAMILY USED IN WASHINGTON BUDGET.

	3 years or under	4 to 6 years inclusive	7 to 10 years inclusive	11 to 14 years inclusive	All other ages	Total
Per cent in group according to census of 1910:						
Male	9.1	6.7	8.0	7.7	68.5	100.0
Female	9.5	6.9	8.4	8.0	67.2	100.0
Number in group in 1914*:						
Male	4,625,791	3,405,902	4,066,629	3,914,031	34,820,516	50,832,869
Female	4,555,109	3,308,442	4,027,671	3,835,877	32,221,362	47,948,455
Adult male equivalency of each person in each group:						
Male	0.15	0.40	0.75	0.90	1.00	.....
Female	0.15	0.40	0.75	0.90	0.90	.....
Converted to adult male the number in each group becomes:						
Male	693,869	1,362,321	3,049,972	3,522,718	34,820,516	43,449,396
Female	683,265	1,323,377	3,020,753	3,452,289	28,999,226	37,478,910
Total	1,377,134	2,685,698	6,070,725	6,975,007	63,819,742	†80,928,306

* The population in 1914, as estimated by the U. S. Census Bureau, is divided into males and females and into the number in each age group, according to the percentage of the population shown in these divisions in the 1910 census.

† Equal to 24,157,703 families of 3.35 equivalent adult males—husband 1.0, wife 0.9, boy 11 years of age 0.9, girl 5 years of age 0.4 and boy 2 years of age 0.15.

The only other point which needs touching upon in conclusion is the statement of the Railroads that our committees were attempting to divide the United States into territories, using the highest railroad in each territory as a base upon which to standardize wages on lines operating in contiguous territory. While some of our committees did mention other railroads, using them as a comparison in the absence of any comparison which could be made with "outside industries," it is not true that there was a universal standardization attempt made, but on the contrary the requests of the committees were all predicated upon what constituted just and reasonable wages, and an attempt to eliminate inequalities as between positions of identical duties and responsibilities in the same office, or in the same cities on different roads and in the immediate vicinity.

M. AND N. A. STRIKE

Statements to the effect that the strike on the M. and N. A. has been declared off are untrue. The strike is still on and all members of the O. R. T. will take due notice.

Members of the O. R. T. will refrain from working for that road, and from seeking employment, or encouraging others to seek employment thereon.

The road has recently attempted to start operations on a wage scale that is indefensible and contrary to the rates paid upon contiguous roads, under a decision that is violative of all precedents and contrary to American principles.

Refusal to Maintain Operator Causes Wreck

We have heretofore published portions of, and commented upon, the report of the Public Service Commission, of Oregon, regarding the wreck at Celilo, that state, showing how the loss of life and property occurring was the result of disregarding plain common sense in failing to have a qualified operator present at that point. Also have we noted that coroners' juries have declared against the handling of train orders by others than telegraph and telephone operators as responsible for fatal accidents in Pennsylvania and other states. Now comes the Locomotive Engineers Journal, official organ of the B. L. E., and quotes from the report of the Bureau of Safety of the Interstate Commerce Commission into the causes of that wreck. The article as it appears in the Locomotive Engineers Journal follows:

TRAIN ORDERS BY 'PHONE CONDEMNED.

The prevailing safety of railroad travel only serves to emphasize bad operating practices which make wrecks possible. The Bureau of Safety of the Interstate Commerce Commission has recently published a report on the fatal O. W. R. & N. wreck near Celilo, Oregon, last December, resulting in the death of three passengers, two employes, one U. S. Marine mail guard, and one trespasser, and the injury of seventy-three others. The report of the commission states:

"The investigation of this accident discloses a disregard for rules and many loose operating practices for which the operating officials of the Oregon-Washington Railroad & Navigation Company are responsible. The practice of requiring train employes to perform the exacting duties of an operator is dangerous and cannot be too strongly condemned. This practice appears to have grown to such an extent on this railroad that it has been the subject of controversy between the train employes and the management.

"This is but another instance in which operating officials encourage the violation of their own rules when such violation will subserve their own interests. The operating officials of the Oregon-Washington Railroad & Navigation Company can not be too severely criticised for their failure to provide a safe method of operating trains between Oregon Trunk Connection and Biggs. This is not an isolated case involving the improper handling of a single train, but represents a practice which has grown up as a result of detouring trains with considerable frequency. These officials cannot escape their responsibility in connection with this accident on the ground that they were ignorant of these conditions and practices; it was their duty to know of them."

We call especial attention to these findings of the Bureau of Safety because the practice of forcing engineers and conductors to take train orders by telephone is by no means confined to the railroad company involved in this wreck. This practice is resorted to for one reason only—to eliminate the services and the salary of telegraph or telephone operators. What tragically false economy this is, is shown by the record in the present case. The employment of one additional operator would have saved a loss of property, let alone the irreparable loss of human life, sufficient to pay the salary of such an operator for decades to come. This is but another instance of the cost to the public of a transportation system which cuts wages to the minimum in order to produce the maximum income for the stockholders.

"Public Ownership," a Monthly Magazine

The Public Ownership League of America announces the publication, henceforth, of a regular monthly magazine devoted to "public utility problems and social progress." The magazine began publication with the February number and enlarged to a sixteen-pager in March, and will hereafter be increased to 32 pages.

Covers All Phases of Public Utility Problems.

The magazine will contain in successive numbers, the addresses that were delivered at the Public Ownership Conference held in Chicago last fall. These addresses were by the leading utility experts, managers and superintendents of the greatest and most successful publicly owned utilities and leading students of these problems in America. Municipal water works, including the great \$376,000,000 one of New York City; municipal electric light and power plants, including the truly remarkable Hydro-Electro System of Ontario, now the largest electric generating and distributing system in the world; municipal gas plants, successful municipal street car lines—in short, all phases of municipal ownership will be covered most thoroughly. In the field of state and national utilities, the railroad problem and the question of the nationalization of the mines, were both presented by the ablest men representing, respectively, the Railroad Brotherhoods and the United Mine Workers. Glenn E. Plumb spoke for the railroad organizations and John Brophy, President of District No. 2 and others, spoke for the miners.

The church was also ably represented at the Conference, Rev. John A. Ryan of the Catholic University of America, giving an address on "The Attitude of the Church Towards Public Ownership," and Samuel Z. Batten of the Baptist Church, and Alva W. Taylor of the Disciples Church, spoke on "The Social Service Program of the Church."

The Progress of Public Ownership.

All these addresses will appear in full in the issue of *Public Ownership*. Later they will be bound into separate pamphlets and appear as bulletins of the League. In addition, the magazine will contain articles, current comment, news and notes on the progress of public ownership. It will thus be an indispensable publication to those who wish to keep up with these great problems and the truly remarkable progress that is being made in this field.

Public Ownership is the only magazine in America devoted particularly to this field. There are a score or more of high-priced magazines devoted to public utility problems from the standpoint of private ownership and special interests. *Public Ownership* is the only one that deals with these problems from the standpoint of the public interest and the general welfare.

Every city official, every public library, every progressive editor as well as individuals and organizations of all kinds who are concerned with public utility problems in any form, should have this magazine.

The price is \$2.00 per year and comes free with membership in the Public Ownership League. Sample copies and full particulars may be had by addressing *Public Ownership*, 127 N. Dearborn Street, Room 1439, Chicago, Illinois.

The National Chamber of Commerce is to meet at Washington, May 15th. According to announcements, "Transportation will have a prominent place." Bet a bad nickel that the country will be again "solemnly" informed "that only as wages are reduced can rates be lowered." A parrot does not speak, it only repeats sounds.

Vice-Presidents Dead

B. of L. F. and E. Suffers Great Loss in Death of P. J. McNamara and G. K. Wark

The Brotherhood of Locomotive Firemen and Enginemen has recently suffered the loss of two vice-presidents, in the deaths of P. J. McNamara at Washington and G. K. Wark at Toronto.

Vice-President McNamara was the legislative representative of the Brotherhood, located at the capital and a most efficient official. His knowledge of the methods of Congress and his wide circle of friends composed of public men of all classes and parties, made him a power for good in securing the passage of favorable legislation and in defeating bills inimical to labor and the general public.

He was universally respected and held the confidence of all with whom he came in contact.

His death was deeply felt by members of Congress, public officials, his associates in the legislative service of other organizations and the membership of the B. of L. F. and E.

His sayings, deeds and efforts to aid the cause of railroad workers and labor in general, will live in the memory of all those who knew, loved and respected him for what he was—a clear thinker, good friend and unyielding advocate of right and justice.

Vice-President Wark was well and favorably known in labor circles of the United States, but more particularly in Canada, being a member of Canadian Railway Board of Adjustment No. 1.

Brother Wark was a clean living and thinking man, deliberate and determined in action; progressive in thought and energetic and faithful in performance of duties assigned him.

He was to the forefront in all things looking towards the betterment of conditions for railway workers in particular and labor in general. His death and consequent loss to the cause will be keenly felt by all those who have served with him as vice-president of the B. of L. F. and E., on the Board of Adjustment and in all the other activities in which he engaged on behalf of his fellow workers.

ARCHIE M. BROWN

Archie M. Brown, treasurer of Winona County, Minnesota, died early this year. He was an up-to-date member of The Order of Railroad Telegraphers, having been station agent for the C., M. and St. P. at Winona for nineteen years.

During the last four years he was with the road he also held the office of city treasurer. He served two terms in that office and was then elected county treasurer and retired from service with the Milwaukee road.

Brother Brown was a moving spirit in the city and county in which he resided, a valiant member of the Order and his loss is mourned by all who knew him.

World Wide Abuse of Labor

This is a pretty small world no matter how you take it. If you don't believe that is a true statement, come along on a journey through the dailies, weeklies and monthlies published by, for, and in the interest of those who toil not and refuse to spin.

In the matter of embellishments, some of the publications we pore over or go through, have nothing on Solomon; others could give him a start of all the colors of the spectrum and then beat him by a rainbow in the race for gaudy clothes and glorious raiment.

The first one to pass in review is published in Winnipeg, Canada, which announces in a headline that "Labor Deflation Would Aid Cattle Prices." We read the article and find not one word in it to fit the head. True, the article tells all about the cattle situation as viewed by a Chicago commission house man, but he does not refer in a single instance to the inflation or deflation of labor, the wages paid or any other thing in connection with wages or labor. Then why the screaming head?

The "why" can be found in the fact that all over this broad earth there is a deliberate and concerted propaganda being issued to make it appear that labor is a fat, swollen, putrid, mass of corrupted and corrupting sores existing, parasitically, upon society and preventing all attempts at progress. The only remedy, say those who propagandize, for that condition is to take the fat off labor and reduce it to a condition where it will harmlessly perform the function of making the world blossom and fruit for the benefit of those whose God-given duty it is to enjoy that fruit and themselves grow fat, stupid, corrupt and corrupting.

The head writer on the paper in Canada is afflicted by the propaganda to such an extent that in every head he writes he unconsciously berates labor and, should he write an article, he writes as the propaganda affects him.

Pick up any paper, magazine or weekly that is not strictly a labor paper, published in any country in Europe—with the exception of Russia—and we find it filled with abuse of labor. All of them attack the high wages being paid, the short hours worked, and the general inefficiency of those who work. Also do they condemn labor for all the ills the world suffers.

Go to Australasia and we come across the same abuse, condemnation and villification of those who work as we find in America and Europe. In South Africa the publications issued by the government railway administration, the dailies and magazines, all abuse, condemn and vilify in the same manner and same set terms as the like publications in other lands and on other continents.

South and Central America also have their publications that accuse labor of being lazy, indifferent, overpaid, arrogant, stupid, criminal in intent and inefficient in performance of duties.

In Japan is found the propaganda developed to the Nth power. There is beginning the growth of a labor movement that is novel to those who have heretofore worked Japanese men, women and children as they liked, and for exceedingly low wages. Because of that, the apologists for the long hours, low pay and harsh conditions of labor in that land of the sun, froth at the mouth and show a fine frenzy in repeating the charges against labor so vociferously made by the propagandists of western lands.

China, the oldest of nations, also has its daily, weekly and monthly purveyors of abuse pouring out its wrath upon labor. Recently Chinese laborers of one kind

and another, have taken it into their head or heads that there was nothing in it for them as quiet, willing, poorly fed, paid and housed bearers of burdens, hewers of wood and drawers of water. Thinking that they were men and entitled to some rest and a decent living, they have been indulging in a strike or two and winning them at that.

As a consequence all the hybrid degenerates that get out that queer collection of alleged newspapers on the coast of China and printed in various European languages, are doing themselves proud in scarifying labor. To anyone who knows how able those gentry were in handing out abuse to Europeans and Americans for not stealing all of China and what stored up vituperation and billingsgate they commanded in attacking occidental governments—that is saying a whole lot.

The one and outstanding feature of all the abuse handed labor in all countries, is the sameness of it. One is tempted to believe that it all originates from 61 Broadway, New York, and is the concoction of a single mind. The deadly smugness, hypocrisy and cant that attaches to it in all lands seems to prove it comes from a common source.

One thing it proves beyond and to the exclusion of all reasonable doubt: This is a mighty small world, swayed by mighty little impulses and afflicted with a sorry lot of picayune soreheads who sell themselves readily to anyone or cause for a few dirty dollars.

Another thing it proves is: that all those countries were and are ruled by a set of perverts, intellectually and mentally bankrupt, unable to reason and incapable of fixing up the chaos and disorder existing in the world as a result of their failure, and who now attempt to save their face by resorting to abuse, villification and condemnation of the only element in society that is fit and able to function.

FIFTY YEARS IN SERVICE

Over on the Boston and Albany, up in tower 43 near Baldwin street in West Springfield, Massachusetts, Frank P. Sargent, Chief Telegrapher of Division 38, Order of Railroad Telegraphers, stands nightly vigil over the movement of trains and the shifting of switching engines—master and mover of them all.

On January second of this year, he began the fiftieth year of his service for the Boston and Albany hoping to be spared for more years in which to render good and faithful service to the road, the public and his fellow workers in the tower, station and telegraph service of railroads.

Brother Sargent's years of service cover the development of railroading from the early days of the poorly equipped roads of the past, with their little engines, small cars and lack of safety devices, to those of today, with all improvements, great cars, greater engines, and better equipment along all lines.

Always has Brother Sargent taken a deep and abiding interest in all that concerns railroad workers, and more especially those in his own branch of the service.

As an active member of the Order of Railroad Telegraphers, he is known by many for the efforts made by him to secure their adhesion to that great organization and his determination to see that once in line they remained.

It is the hope of all his fellow members, of the people among whom he lives and those who work with him; that Brother Sargent may be granted many more years in which to continue in the good work so well performed during the past years.

To All Members in Iowa

Smith W. Brookhart is a candidate for the nomination as candidate for United States Senator from Iowa, in the primaries to be held Monday, June 5th; **VOTE FOR HIM.**

He is endorsed by the railroad and other Labor Organizations as well as all real progressive forces in the State.

Colonel Brookhart is nationally and favorably known as a clear thinking, active adherent of the cause of progress.

His experience, loyalty and rugged honesty, fit him to courageously represent the real people of Iowa, and those who vote for him can be certain he will well and truly represent them. Another thing they may be certain of is that Smith W. Brookhart will be on duty at all times, maintaining and protecting the rights of humanity against all predatory interests, Vote for him on June 5th.

HUTCHINSON WINS HEXATHALON.

W. P. Hutchinson, member of the Board of Directors, now in session at Headquarters, received a telegram May 5th informing him that his son, Leveret, had won the Hexathalon at the International Championship games held by the Y. M. C. A. throughout the United States and Canada.

The Hexathalon was composed of putting the shot, high jump, broad jump, short potato race, long potato race and snap-under-the-bar, for those in the 125-pound class.

The Hexathalon is not the only championship won by young Hutchinson as he has several other victories to his credit won in other years.

Brother Hutchinson was mightily pleased and received the congratulations of his fellow members of the board and others at Headquarters on the victory of his athletic son.

CHANGES IN DIRECTORY.

First Vice-President W. T. Brown is now located at 5535 Blackstone avenue, Chicago, Illinois, and all communications intended for him should be sent to that address.

Deputy President J. M. Mein is now residing at 551 Euclid avenue, Toronto, Ontario. All communications intended for him should be sent to his new address.

EXPELLED FROM O.I.R. T.

Since the publication on Page 29 of the January issue, of the list of members expelled, we have the following expulsion to report under the terms of Section 30, Paragraph 2, of the General Statutes:

Cert.	Divn.	Name.	Card No.	Date.
2688	23	Harley F. King.....	60008	12-31-1921



Grand Secretary and Treasurer.

The millionaires' club now running this country has no hesitancy in saying what it thinks. Secretary Wallace, of the Department of Agriculture, tells the National League of Women Voters in session at Baltimore, that any marked reduction in cost of living must come first through reduction of wages. "I simply point out that the large increases in wages are mainly responsible for the large increase in cost to the consumer," says he. In other words, workers must be degraded to a subsistence level before prices can be lowered. Some bright and shining example of Americanism, that

Standards of Living

Below will be found an article appearing in the March issue of the Rhodesian Railway Review. Rhodesia is that section of Africa where, some few years ago, Livingston was being sought by Stanley. In those days Africa was called the Dark Continent. Whether or not it is still "dark" depends upon your ideas of things as they are. In any event notice how easily, with a few changes in words, the article fits into and is expressive of the same conditions we here face. Truly, the Open Shopper is making us all note that the enemy of labor in all lands and under all flags is the same, talks the same and acts the same.

There are two distinct grades of wage-earners on these railways. These are: the "Existence" wage, and the "Living" wage earner. Would that we could say the "Living" and the "Liveable" wage earners! The "Existence" wage is not yet a thing of the past. Those of the lower grades, who have average and large families to provide for, are still in a poor way. This to a great extent may be inevitable, for "the Poor are always with us." There should be no "Existence Wage," and no "Living Wage." There should be a "Liveable Wage," and it should include, among other qualities, the following:

1. Sufficient to enable the worker to live in a respectable, roomy house, suitable to the worker's grade and requirements.
2. Good food in necessary quantities, with no waste.
3. Suitable and sufficient clothing.
4. Educational Facilities.
5. Reasonable Insurance.
6. The necessary Recreation and Amusement.
7. Fair amount of good literature on current and world events.
8. Margin of Profit on working.

I have, as yet, never seen any "Cost of Living" Report which included the last four items, and surely none of these is unreasonable.

With regard to the last item—"Margin of Profit on Working"—M. L. C. recently asked me how could the worker expect to work at a profit when his company may be working at a loss? This seemed a fairly good argument, but I replied by another question—Do the Company, when making large profits, automatically increase the "Emoluments" of the worker? They certainly do not. Take the Kimberley mines for instance. After making nearly four millions profit in one year, and, because the same huge profits cannot be made now, the mines close down, throwing thousands of workers out of employment. Had these same workers received a proportionate margin of profit on last year's work, little could be said. But they did not. We have to fight to get a cost-of-living allowance long after the cost of living has gone up by leaps and bounds, but, as soon as sugar is down a penny or two, off it comes.

We all know the term "wheels within wheels." Well, there are lots of wheels turning inside each other just now. We know of course that General Smuts, by his recent actions down South, has alienated practically every labor vote in Rhodesia. Now, only the most Utopian among us say they see before us a prosperous United South Africa extending from the Cape to the Congo Border. Now, under the present conditions, we know it would be "cutting our own throats" to join up with the United States of South Africa, and "come to heel" at General Smuts' word of command. To rectify this, so as to make the margin of difference scarcely noticeable, our wages

must come down in a line with the S. A. R., so that when voting day comes round the worker is in a fog, not quite knowing what to do. "Wheels within wheels"!

We all know what the financial state of the railways is at the present moment. Do you really believe it is all real? Don't forget the wheels! For my part I should say the present slump is three-fourths artificial and one-fourth real!

Can anyone honestly say that the items enumerated above are unreasonable? We have a right if we work at all to live decently, and I do not think that any employer engaging men for positions of responsibility and trust could object to the above standard of living.

* * * * *

The other day I went into one of the local grocery stores when a conversation took place on the cost of living. "Prices are certainly coming down," said the proprietor, "sugar, flour, coffee, fly-paper; in fact wages *must* come down in accordance with the decreased costs." "Yes," I replied, "but from recent prices appearing in catalogues and the daily press, I cannot see that furniture, crockery, glassware, bed linen, kitchen utensils, and such-like are coming down; in fact present prices in these directions appear to be steadily climbing. For instance I purchased, at a local store just before the war, an E. P. N. S. tea set for £6, now I see exactly the same item listed at £17 10/-, and an E. P. N. S. tea set is scarcely a luxury. Now, supposing I wished to get married just now and had to buy all my things at local stores, I simply could not do it and pay my way." "Oh," said the proprietor, "one would be foolish to get married just now, one should wait until prices come down, when furnishing could be done cheaply." "But," I replied, "then my wages would probably be down too, and I would be in the same old box. I thought you just stated that wages must come down because the cost of living is down, and you also tell me not to get married until prices are down."

This is the same old story wherever one goes. It is thought, because the prices of certain everyday articles such as flour and sugar are down just a teeny wee bit, that wages must come down too. It is not only those who intend getting married that are affected, it also affects those who *are* married. Crockery, furniture, household linen, etc., etc., *will* require replacing—but look at the prices!

CALLS WORKING WOMEN TO CONVENTION

The National Women's Trade Union League has issued a convention call to its members, affiliated leagues and committees, and all affiliated trade unions, state and central labor bodies, the convention to be held in Waukegan, Illinois, June 5 to 10, 1922.

This will mean a representative gathering of the organized working women of practically every trade and occupation from every part of the United States. The affiliated membership of the National Women's Trade Union League includes national, international and local unions with women members affiliated with the American Federation of Labor, as well as thousands of members-at-large, among them are numbered many women and men not wage earners themselves, but allies of the labor movement.

To further the organization of working women into trade unions under the A. F. of L. to secure equal opportunity with men in industry and equal pay for work of the same or comparable skill are among the objects of the league. It seeks also to broaden the educational opportunities of the workers, and to create a public opinion which understands the labor movement. This will be the eighth biennial convention of the National Women's Trade Union League.

Our Pension Department

A Pension Department of The Order of Railroad Telegraphers has been discussed for many years by the membership generally, and the delegates at many sessions of the Grand Division have given the question much thought and consideration. The delegates to the 1919 session believed that expert advice should be had because any plan could not succeed unless it was built upon a foundation that would stand the test of time. A special Committee on Pensions was appointed with instructions to employ an actuary and submit a pension plan to the 1921 session of the Grand Division.

The report of the committee on the proposed pension plan was considered and favorably acted upon by the delegates at the 1921 session. The report and action taken thereon may be found in the convention number of The Railroad Telegrapher which was sent to all members during June, 1921. The report of the committee, prepared with the assistance of an actuary, covers every detail, and it is suggested that you study the committee's report which will convince you that the Pension Department will prove to be a valuable adjunct to The Order of Railroad Telegraphers.

At the afternoon session of the Grand Division, Monday, May 16, 1921, it was voted that The Order of Railroad Telegraphers create a Pension Department under the plan outlined by the Pension Committee, and under certain provisions. This record may be found on Page 319 of the convention proceedings. One of the provisions was to the effect that the by-laws be approved by the Board of Directors. The by-laws have been approved by the Board, and are now presented to you as an accomplished fact establishing the Pension Department of The Order of Railroad Telegraphers. While the approval of the by-laws by the Board of Directors institutes the department, it does not become operative until ONE THOUSAND APPROVED APPLICATIONS, together with the initial contributions thereon, are in the hands of the Secretary.

The officers and delegates to the Thirteenth Biennial and Twenty-third Regular Session of the Grand Division, and the Board of Directors have performed the work of instituting a Pension Department. It now devolves upon the membership to make the department effective by becoming members thereof.

Application blanks will be furnished members upon request. All communications concerning the Pension Department should be addressed to the undersigned.



Secretary and Treasurer, Pension Department.

BY-LAWS

Governing the

Pension Department

of

The Order of Railroad Telegraphers

as

Approved

by the

Board of Directors of The Order of
Railroad Telegraphers

May 3, 1922

BY-LAWS GOVERNING THE PENSION DEPARTMENT OF THE ORDER OF RAILROAD TELEGRAPHERS

Article 1—Definitions Article 2—Establishment of Department Article 3—Membership Article 4—Management Article 5—Old Age Pensions Article 6—Disability Pensions	Article 7—Withdrawal and Death Article 8—Options Article 9—Contributions Article 10—Funds Article 11—Protection against Fraud Article 12—Amendment of By-Laws.
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ARTICLE 1

DEFINITIONS.

The following words and phrases as used in these by-laws, unless a different meaning is plainly required by the context, shall have the following meanings:

(1) "Pension Department" shall mean the Pension Department provided for in Article 2 of these by-laws.

(2) "President" shall mean the President of the Pension Department as provided in Article 4, Section 1, of these by-laws.

(3) "Secretary" shall mean the Secretary and Treasurer of the Pension Department as provided in Article 4, Section 1, of these by-laws.

(4) "Pension Committee" shall mean the Pension Committee provided for in Article 4, Section 1, of these by-laws.

(5) "Member" shall mean any person included in the membership of the Pension Department of The Order of Railroad Telegraphers as provided in Article 3 of these by-laws.

(6) "Special Member" shall mean any member of the Pension Department contributing at a reduced rate as provided by Article 9, Section 4, of these by-laws.

(7) "Contributions" shall mean the monthly premiums paid by the members for the support of the fund as provided by Article 9 of these by-laws.

(8) "Regular Interest" shall mean interest at four per centum per annum compounded annually.

(9) "Pension" shall mean annual payments for life derived from the Pension Reserve Fund or the Special Liability Fund as provided in these by-laws. All pensions shall be paid in monthly installments.

(10) "Pension Reserve" shall mean the present value of all payments to be made on account of any pension, or benefit in lieu of any pension, computed upon the basis of such mortality tables as shall be on file in the office of the Secretary with regular interest.

ARTICLE 2

ESTABLISHMENT OF DEPARTMENT.

The Pension Department of The Order of Railroad Telegraphers shall be established as of November sixteenth, nineteen hundred and twenty-one, in accordance with the motion passed by the Thirteenth Biennial and Twenty-third Regular Session of the Grand Division of The Order of Railroad Telegraphers at Savannah, Georgia, May 16, 1921; provided, that the Pension Department shall not become operative until one thousand approved applications, together with the initial contributions thereon, are in the hands of the Secretary. It shall be known under the name and title of the "Pension Department of The Order of Railroad Telegraphers," and under this name all of its business shall be transacted, all funds invested, all warrants for money drawn and payments made, and all cash and securities and other property shall be held.

ARTICLE 3

MEMBERSHIP.

Section 1. Membership in the Pension Department shall begin not earlier than the date on which the department becomes operative as provided in Article 2 of these bylaws.

Section 2. Any member of The Order of Railroad Telegraphers who was a member of the Order on November 16th, nineteen hundred and twenty-one, may become a member of the Pension Department by filing an application for membership with the secretary on the form prescribed.

Section 3. Any member of The Order of Railroad Telegraphers under age sixty who becomes a member subsequent to November sixteenth, nineteen hundred and twenty-one, may become a member of the Pension Department by filing an application for membership with the secretary on the form prescribed.

Section 4. All applications for membership must be made in writing to the Secretary of the Department upon a blank approved by the Pension Committee, and the applicant must certify to the truth of the application. The application shall constitute the basis and shall form a part of the agreement between the applicant and the Pension Department.

Upon receipt of the application in due form, the secretary shall notify the applicant of the monthly contribution due from the applicant under the class of pension for the pension age selected. Upon receipt of the first contribution due, the secretary shall issue a certificate of membership to the member, provided that no certificate of membership shall be issued until after the department becomes operative as provided by article 2 of the by-laws. Such certificate shall show the serial number assigned to the member in the membership register and shall certify as to the class and pension age to which the member has subscribed and shall set forth the duties and privileges of the member.

Section 5. Members who were age sixty or over at the time of establishment of the Pension Department, who have been members of The Order of Railroad Telegraphers continuously since May sixteenth, nineteen hundred and twenty-one, and who make application for membership in the Pension Department within six months immediately following the date of the approval of these by-laws by the Board of Directors and who subscribe to Class 1 Pensions to begin not earlier than age seventy, may take advantage of the special provision wherein all contributions in excess of \$15 per month are waived as provided by Article 9, Section 4.

Section 6. The membership of any person in the Pension Department shall terminate without notice at the time he becomes delinquent in The Order of Railroad Telegraphers, or if his contributions are not fully paid in the Pension Department, upon the expiration of two calendar months from the day on which any unpaid monthly contribution fell due, as provided by Article 9, Section 2. Upon discontinuance of membership the certificate of the member shall become null and void unless renewed as provided in Article 9, Section 3.

Section 7. Members who discontinue membership in the Pension Department and whose certificates are not renewed, can be readmitted as new members by complying with all requirements of the Pension Department governing the admission of new members.

Section 8. Members desiring to change the pension age and class of benefit may do so under the conditions described in Article 9, Section 5. In case of change of the pension age, the certificate held by the member shall be surrendered and a new certificate issued to the member.

Section 9. The secretary shall, upon application of a member, issue a certificate to replace any which may have been lost or destroyed. Such certificate must be

plainly marked "Duplicate," and notation of the issue and date thereof must be made upon the register.

ARTICLE 4

MANAGEMENT OF PENSION DEPARTMENT.

Section 1. The officers of the Pension Department shall consist of a president, a secretary and treasurer and a pension committee. The President of The Order shall be ex-officio the president, the Grand Secretary and Treasurer of the Order shall be ex-officio the secretary and treasurer. The Board of Directors elected by the Grand Division of The Order of Railroad Telegraphers, shall be ex-officio the pension committee.

The President of the Order shall be executive head of the department and shall decide any and all questions that may arise subject to appeal to the pension committee.

The Secretary and Treasurer shall keep a true record of all the business of the Pension Department. His books shall at all times be subject to the inspection of the pension committee or any person appointed by it. He shall be responsible for the detailed administration of the Pension Department.

The President, Secretary and Treasurer and members of the Pension Committee shall serve without additional compensation for such service, but they may be reimbursed from the Expense Fund for any necessary expenditures incurred in connection with the operation of the Pension Department.

Section 2. The Secretary may employ such clerical and other employes as may be necessary. The compensation of all employes of the Pension Department shall be fixed by the pension committee and paid from the Expense Fund.

The secretary may secure such actuarial and medical service as may be required, the cost of which service shall be paid from the Expense Fund.

Section 3. The secretary shall cause to be kept in convenient form such data as shall be necessary for actuarial valuation of the funds of the Pension Department.

Section 4. An actuarial valuation of the funds of the Department shall be made as of December 31, 1923, and annually thereafter. A copy of the mortality, membership and other tables used as a basis for actuarial calculations shall be kept on file in the secretary's office and shall at all times be subject to the inspection of members of the Pension Department.

Section 5. Subject to the approval of the Pension Committee, the secretary shall have full power to invest and reinvest all money of any of the Funds of the Pension Department.

Section 6. The secretary shall be the custodian of the funds belonging to the Pension Department and shall be bonded in such amount as the Pension Committee shall deem sufficient to safeguard the funds in his custody.

Section 7. All payments from the Pension Department shall be made by the secretary.

Section 8. Except as herein provided, no member and no employe of the Pension Department, shall have any interest, direct or indirect, in the gains or profits of any investment made by the Pension Department. No member and no employe of said Pension Department, directly or indirectly, for himself, or as an agent or partner of others, shall borrow any of its funds or deposits or in any manner use the same, except to make such current and necessary payments as are authorized by the Secretary of the Pension Department, nor shall any member or employe of the department become an endorser or surety or in any manner an obligor for moneys loaned by or borrowed of the department.

Section 9. The secretary shall keep a true record of all the business of the department, a register of the members, showing for each member his date of birth and the

number of each certificate issued to him; receive and hold in trust all funds of the department, and for each approved application for benefit he shall, as soon as possible, pay to the proper person the pension or other benefit which becomes due and payable under the certificate.

He shall submit annually to the Pension Committee a correct report of all business transacted by him on account of the Pension Department, including on or after January 1, 1924, a statement of the number of members and the financial condition of the department as reflected by the actuarial balance sheet as prepared by the actuary and his own record of the current fiscal transactions. He shall prepare proper vouchers and wherever practicable he shall require receipts for all expenditures.

ARTICLE 5

OLD AGE PENSIONS.

Section 1. An old age pension shall be payable to a member as of the first day of the first month succeeding the date of attaining the pension age for which he holds a certificate of membership, and toward which he has contributed. The pension shall be payable upon the application of the member upon the form prescribed by the Pension Committee, giving such facts and such proof as the committee shall require, that the member is living and eligible for pension.

Section 2. The pension shall be payable monthly but no payments shall be made unless the member is alive at the end of the month for which a monthly installment is due. Unless a member has selected an optional benefit as provided by Article 8, no payments shall be made after the death of the pensioner.

Section 3. Any member at the time of subscribing and beginning to contribute may set either age sixty, age sixty-five, or age seventy as the pension age at which he shall be entitled to claim a pension, provided, that in no case shall a member be permitted to set an age less than five years greater than age at which he begins to contribute under a certificate, and further provided, that any member may select a pension age exactly five years greater than the age at which he begins to contribute, provided the age so set is not less than age sixty.

Section 4. The amount of the old age pension payable under any certificate may also be set by the member at the time he begins to contribute, by the selection of one of the following classes:

CLASS I, which provides a pension of \$30 per month beginning at the pension age selected and payable throughout the lifetime of the member, or

CLASS II, which provides a pension of \$45 per month beginning at the pension age selected and payable throughout the lifetime of the member, or

CLASS III, which provides a pension of \$60 per month beginning at the pension age selected and payable throughout the lifetime of the member.

Section 5. A member who desires to claim a classification as special member in the department may select only a Class 1 Pension beginning at an age not earlier than age seventy, and in no case at an age less than five years greater than his age at the time he begins to contribute.

ARTICLE 6

DISABILITY PENSIONS.

Section 1. Any member who becomes totally and permanently disabled after five years of membership in the Pension Department shall be entitled to receive a disability pension, upon application to the Pension Department, provided that a medical examination made by the physician or physicians designated by the secretary shall show that said member is totally and permanently disabled for the performance of any character of remunerative service.

Section 2. Once each year the Pension Department may require any disability beneficiary while still under the pension age selected by him to undergo a medical examination, by a physician or physicians designated by the Secretary of the Department, made at the place of residence of said beneficiary or other place mutually agreed upon. Should such physician or physicians thereupon report and certify to the Pension Department that such a disability beneficiary is able to engage in a gainful occupation, and should the secretary concur with such report, then payments to the disability pensioner shall be discontinued or reduced by the amount of his earning capacity.

Section 3. Upon the discontinuance of a disability pension on account of the recovery of a member, he may again contribute at the rate at which he contributed prior to his disability and he shall be restored as an active member. When he reaches the pension age, he shall receive a pension of the amount to which he originally subscribed less a proportional reduction for the years during which he paid no contributions.

Section 4. Should any disability beneficiary while under the pension age to which he subscribed refuse to submit to at least one medical examination in any year by a physician or physicians designated by the secretary, his disability pension shall be discontinued until the withdrawal of such refusal, and should such refusal continue for one year, he shall thereby forfeit all his rights to the disability pension payable from the department.

Section 5. Except as otherwise provided under Section 7 of this article, the amount of the pension payable upon disability shall depend upon the class of old age pension to which the member subscribed as follows:

CLASS I. Providing an old age pension of \$30 per month carries a disability pension of \$15 per month, plus 30 cents per month additional for each year that he has been a contributing member of the Pension Department.

CLASS II. Providing an old age pension of \$45 per month carries a disability pension of \$22.50 per month plus 45 cents per month additional for each year that he has been a contributing member of the Pension Department.

CLASS III. Providing an old age pension of \$60 per month carries a disability pension of \$30 per month plus 60 cents per month additional for each year he has been a contributing member of the Pension Department.

Section 6. The amount of pension granted to a disability pensioner at the time of disability retirement shall be continued thereafter without change for life or until the termination of disability.

Section 7. In case of the disability of a special member after five years of membership but before attaining the pension age, a disability pension shall be payable equal to \$15 per month, plus 30 cents per month additional for each year he has been a contributing member of the Pension Department; subject, however, to the provisions of Article 10, Section 4.

ARTICLE 7

WITHDRAWAL AND DEATH BENEFITS.

Section 1. Upon the withdrawal of a member in good standing after five years and less than ten years of membership in the Pension Department, such member shall receive a return of one-half of his contributions without interest. Upon withdrawal of a member in good standing after ten years of membership in the Pension Department, such member shall receive a return of all of his contributions without interest.

Section 2. Upon the death of a member in good standing prior to reaching the pension age selected, a payment shall be made to his estate, or to such person or persons having an insurable interest in his life as he shall have nominated by written designation duly executed and filed with the Pension Department equal to

(a) One-half of his contributions without interest if he had five years but less than ten years of membership in the Pension Department, or

(b) All of his contributions without interest, if he had ten years of membership in the Pension Department.

ARTICLE 8

OPTIONS.

Six months prior to the attainment of the pension age at any time from that date until the time of the first payment of pension, any member may elect to receive his benefit as a pension payable throughout life or he may elect to receive the actuarial equivalent of his pension in a lesser pension payable throughout life with the provision that:

Option 1. If he dies before he has received in payments the present value of his pension, as it was at the time of his retirement, the balance shall be paid to his legal representatives or to such person, having an insurable interest in his life, as he shall nominate by written designation duly acknowledged and filed with the Secretary of the Pension Department at the time of his retirement.

Option 2. Upon his death, his pension shall be continued throughout the life of and paid to such person, having an insurable interest in his life, as he shall nominate by written designation duly acknowledged and filed with the Secretary of the Pension Department at the time of his retirement.

Option 3. Upon his death, one-half of his pension shall be continued throughout the life of and paid to such person having an insurable interest in his life, as he shall nominate by written designation duly acknowledged and filed with the Secretary of the Pension Department at the time of his retirement.

Option 4. Some other benefit or benefits shall be paid to either the contributor or such other person or persons or both as he shall nominate, provided, such other benefit or benefits together with his lesser pension shall be certified by the actuary of the Pension Department to be of equivalent actuarial value to the original pension and shall be approved by the Secretary of the Pension Department.

ARTICLE 9

CONTRIBUTIONS.

Section 1. The monthly contributions required of members entering the Pension Department at various ages, in order to provide the benefits under the various classes of benefits and pension ages to which the members may subscribe, shall be determined upon the basis of such mortality and membership tables as the actuary shall recommend and the secretary shall place on file, and regular interest. Such contribution rates shall be computed to remain constant from the time of entrance into the Pension Department until retirement, unless changed by action of the Grand Division of The Order of Railroad Telegraphers.

The following monthly contribution rates shall be charged under the various classes of pensions for the various pension ages which may be selected, unless an actuarial investigation shall prove a change in the rates necessary, in which event, the secretary shall recommend to the Grand Division of The Order of Railroad Telegraphers for adoption such changes in contribution rates as may be required.

TABLE 1.

**MONTHLY RATES OF CONTRIBUTION REQUIRED UNDER THE PENSION PLAN
WHEN THE OLD AGE PENSION BEGINS AT AGE 65.***

AMOUNT OF OLD AGE PENSION PAYABLE.

Class I.			Class II.			Class III.		
Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	
20....	\$1.79	\$2.68	\$3.58	46....	\$9.56	\$14.42	\$19.11	
21....	1.89	2.83	3.75	47....	10.29	15.62	20.56	
22....	2.01	3.00	4.00	48....	11.07	16.97	22.21	
23....	2.14	3.20	4.27	49....	12.00	18.37	24.15	
24....	2.28	3.42	4.55	50....	13.25	19.87	26.50	
25....	2.43	3.65	4.87	51....	14.55	21.60	29.15	
26....	2.58	3.89	5.19	52....	16.02	23.50	32.10	
27....	2.75	4.14	5.52	53....	17.71	25.80	35.15	
28....	2.93	4.40	5.86	54....	19.57	28.55	38.80	
29....	3.11	4.67	6.22	55....	21.52	32.28	43.04	
30....	3.30	4.96	6.61	56....	24.10	36.35	48.50	
31....	3.52	5.27	7.05	57....	27.50	41.00	55.00	
32....	3.75	5.60	7.51	58....	32.30	47.65	63.80	
33....	3.99	5.95	7.99	59....	39.90	57.80	77.30	
34....	4.24	6.34	8.49	60....	47.69	71.53	95.38	
35....	4.51	6.76	9.01	61....	44.80	67.23	90.40	
36....	4.80	7.20	9.60	62....	42.10	63.03	85.40	
37....	5.12	7.70	10.23	63....	39.45	58.93	80.20	
38....	5.46	8.22	10.83	64....	36.95	55.28	74.80	
39....	5.82	8.77	11.66	65....	34.50	51.75	69.00	
40....	6.23	9.35	12.47	66....	32.10	48.32	63.50	
41....	6.68	9.98	13.35	67....	29.80	45.02	58.10	
42....	7.16	10.67	14.30	68....	27.40	41.62	53.00	
43....	7.69	11.42	15.35	69....	24.80	37.72	48.42	
44....	8.27	12.27	16.50	70....	22.00	33.00	43.99	
45....	8.88	13.32	17.76					

* NOTE—No pension is payable prior to completion of five years of membership in the Pension Department; therefore, for members now over age of 60, these rates provide for pensions five years hence.

TABLE 2.

**MONTHLY RATES OF CONTRIBUTION REQUIRED UNDER THE PENSION PLAN
WHEN THE OLD AGE PENSION BEGINS AT AGE 70.***

AMOUNT OF OLD AGE PENSION PAYABLE.

Class I.			Class II.			Class III.		
Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	
20....	\$1.21	\$1.82	\$2.42	32....	\$2.39	\$3.61	\$4.78	
21....	1.27	1.94	2.55	33....	2.53	3.82	5.06	
22....	1.34	2.06	2.70	34....	2.68	4.03	5.26	
23....	1.42	2.18	2.87	35....	2.84	4.26	5.68	
24....	1.51	2.30	3.05	36....	3.01	4.50	6.01	
25....	1.61	2.42	3.23	37....	3.19	4.77	6.36	
26....	1.71	2.55	3.42	38....	3.38	5.06	6.73	
27....	1.81	2.70	3.62	39....	3.53	5.37	7.15	
28....	1.92	2.86	3.83	40....	3.80	5.70	7.60	
29....	2.03	3.03	4.05	41....	4.03	6.05	8.07	
30....	2.14	3.21	4.28	42....	4.28	6.43	8.59	
31....	2.26	3.41	4.52	43....	4.55	6.83	9.16	

Class I.			Class II.			Class III.		
Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	
44....	\$4.85	\$7.28	\$9.75	58....	\$13.09	\$19.91	\$26.40	
45....	5.17	7.76	10.35	59....	14.32	21.76	28.90	
46....	5.52	8.28	11.05	60....	15.89	23.84	31.78	
47....	5.90	8.83	11.80	61....	17.65	26.60	36.00	
48....	6.31	9.43	12.60	62....	19.85	30.25	40.50	
49....	6.74	10.08	13.43	63....	22.70	35.25	46.40	
50....	7.20	10.80	14.40	64....	26.75	42.50	55.20	
51....	7.73	11.60	15.40	65....	34.50	51.75	69.00	
52....	8.29	12.46	16.50	66....	32.10	48.32	63.50	
53....	8.89	13.41	17.75	67....	29.80	45.02	58.10	
54....	9.57	14.41	19.15	68....	27.40	41.62	53.00	
55....	10.34	15.51	20.68	69....	24.80	37.72	48.49	
56....	11.14	16.76	22.40	70....	22.00	33.00	43.99	
57....	11.99	18.21	24.20					

* NOTE—No pension is payable prior to completion of five years of membership in the Pension Department; therefore, for members now over age of 65, these rates provide for pensions five years hence.

TABLE 3.

MONTHLY RATES OF CONTRIBUTION REQUIRED UNDER THE PENSION PLAN
WHEN THE OLD AGE PENSION BEGINS AT AGE 60.*
AMOUNT OF OLD AGE PENSION PAYABLE.

Class I.			Class II.			Class III.		
Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	Age	\$30 per mo.	\$45 per mo.	\$60 per mo.	
20....	\$2.73	\$4.10	\$5.46	46....	\$17.60	\$26.34	\$35.12	
21....	2.91	4.35	5.78	47....	19.30	28.84	38.62	
22....	3.10	4.65	6.13	48....	21.28	31.92	43.12	
23....	3.31	4.97	6.54	49....	23.38	35.42	48.12	
24....	3.54	5.31	7.04	50....	26.78	40.17	53.56	
25....	3.79	5.68	7.57	51....	30.30	46.79	61.06	
26....	4.06	6.07	8.11	52....	34.00	55.79	70.56	
27....	4.34	6.47	8.66	53....	38.10	65.29	82.56	
28....	4.63	6.89	9.23	54....	48.30	76.79	97.56	
29....	4.93	7.36	9.85	55....	59.86	89.79	119.72	
30....	5.25	7.88	10.50	56....	57.86	86.71	114.92	
31....	5.62	8.43	11.20	57....	55.76	83.36	110.10	
32....	6.01	9.00	12.00	58....	53.46	79.63	105.25	
33....	6.44	9.62	12.85	59....	50.69	75.63	100.35	
34....	6.89	10.30	13.75	60....	47.69	71.53	95.38	
35....	7.36	11.05	14.73	61....	44.80	67.23	90.40	
36....	7.90	11.85	15.78	62....	42.10	63.03	85.40	
37....	8.50	12.70	16.98	63....	39.45	58.93	80.20	
38....	9.15	13.65	18.29	64....	36.95	55.28	74.80	
39....	9.85	14.70	19.69	65....	34.50	51.75	69.00	
40....	10.60	15.90	21.19	66....	32.10	48.32	63.50	
41....	11.45	17.20	22.89	67....	29.80	45.02	58.10	
42....	12.40	18.70	24.79	68....	27.40	41.62	53.00	
43....	13.50	20.30	26.89	69....	24.80	37.72	48.49	
44....	14.70	22.09	29.34	70....	22.00	33.00	43.99	
45....	16.06	24.09	32.12					

* NOTE—No pension is payable prior to completion of five years of membership in the Pension Department; therefore, for members now over age of 55, these rates provide for pensions five years hence.

Section 2. Contribution rates shall be due and payable, without notice, upon the first of each month following the date as of which membership begins. Contributions shall begin not earlier than sixty days after date as of which the by-laws were approved by the Board of Directors. If any contribution is not made within two calendar months after the time due, the certificate of membership of the member shall be automatically cancelled and no further contributions shall be accepted from the holder thereof, unless he be reinstated into membership as provided in Section 3 of this article. A member whose certificate is cancelled shall forfeit his right to a disability pension or to a return of his contributions, but if he has contributed for five years he shall be given a paid-up old age benefit of a pension beginning at the pension age to which he subscribed of such proportion of the total benefit to which he subscribed as the number of years for which he has contributed bears to the total number of years during which he would have paid had he continued to pay until attaining the pension age. His old certificate shall be null and void, and upon its surrender a new certificate shall be issued to the member certifying as to the amount of the reduced benefit which is payable to him upon the attainment of the pension age. If, however, the contributions of the member ceased because of withdrawal of the member from The Order of Railroad Telegraphers as a member in good standing, or on account of his death, then a refund shall be made to him or to his representative as provided in Article 7, provided he has contributed for five years and all contributions are paid up to the date of his death or withdrawal.

Members who desire to pay their contributions annually in advance shall be entitled to a reduction of 2 per cent in the amount of their monthly contributions.

Section 3. Any member allowing his contributions to lapse may renew his certificate of membership and be reinstated in membership within four months thereafter by paying back contributions with interest accumulations at 6 per cent, provided he shall pass such medical examination as the department may require, or in lieu of medical examination, he may renew his certificate if he waives the right to a disability pension for a period of five years following the date his certificate is renewed.

Section 4. Members who were age sixty or over at the time of establishment of the Pension Department, who have been members of the Order of Railroad Telegraphers continuously since May sixteenth, nineteen hundred and twenty-one and who, within six months immediately following the date of the approval of these by-laws by the Board of Directors, subscribe to a Class 1 Pension beginning at age 70 or thereafter shall be special members and shall not be required to make a monthly contribution in excess of \$15, and, subject to the provisions of Article 10, Section 4, shall be given full certificates of membership and in every other way be considered as regular members subscribing to Class 1 pensions beginning at age 70 or thereafter. No special member shall be entitled to more than one certificate at the special rate herein provided.

Section 5. Any member who has subscribed to one benefit and desires to change his pension age may do so by making application to the Pension Department and making such payment as the Pension Department shall require. If a member changes to a benefit of a higher class, his old certificate shall be continued and he shall receive a new certificate for the amount of the additional benefit and shall be entitled to benefits under it as if he had not previously contributed.

ARTICLE 10

FUNDS.

Section 1. The moneys of the Pension Department shall be credited according to the purpose for which they were contributed to one of four funds, namely: (1) the

Pension Accumulation Fund, (2) the Pension Reserve Fund, (3) the Special Liability Fund, or (4) the Expense Fund.

Section 2. The Pension Accumulation Fund shall be the fund to which shall be credited the contributions of all members with the exception of special members.

Upon withdrawal or death of any member, with the exception of a special member, any benefit payable in accordance with Article 7 shall be paid from the Pension Accumulation Fund.

When any member, except a special member, becomes eligible for a pension and claims his pension, or a benefit in lieu thereof, an amount equal to the present value or the pension payable to the member under his certificate shall be transferred from the Pension Accumulation Fund to the Pension Reserve Fund.

Section 3. The Pension Reserve Fund shall be the fund from which all pensions and all benefits in lieu of pensions shall be paid, with the exception of pensions or benefits in lieu of pensions to special members.

Should the pension of a member who has received a pension on account of disability be discontinued or reduced in accordance with Article 6, Section 2, an amount equal to the reserve on his pension shall be transferred from the Pension Reserve Fund to the Pension Accumulation Fund.

Section 4. The Special Liability Fund shall be the fund to which shall be credited all contributions by special members and all contributions to supplement the contributions of special members and from which all benefits, allowable on their account shall be paid.

On the first day of each month one thirty-second ($1/32$) of all contributions made to the Pension Accumulation Fund during the preceding month, as provided by Section 2 of this article, shall be transferred to the Special Liability Fund.

Special members shall receive full benefits under Class 1 benefits beginning at age 70 or thereafter provided that the annual valuation made by the actuary show that the liabilities of the Special Liability Fund on account of future pensions at full rates to special members entitled to receive benefits from this fund shall be at least equalled by the prospective future contributions which will be made to this fund by the active members of the Pension Department at the time of the valuation and the funds in hand creditable to the Special Liability Fund. If the present value of such prospective contributions, plus the funds in hand to the credit of the fund at the time of the valuation is not equal to or greater than the liabilities of the fund, then all benefits payable from this fund during the succeeding year shall be reduced to such a percentage of the full benefits which would be otherwise payable as the amount of the prospective contributions and funds in hand bears to the total liability of the fund.

Section 5. The Expense Fund shall be the fund from which shall be paid the expense of administration. On the first day of each month, three thirty-seconds ($3/32$) of all contributions made by members to the Pension Accumulation Fund and three thirty-second ($3/32$) of all contributions made by special members to the Special Liability Fund during the preceding month, shall be transferred to the Expense Fund.

All interest earnings on funds of the department shall be credited to the Expense Fund. Once a year the secretary shall allow regular interest earnings on the average amounts in the Pension Accumulation Fund, the Pension Reserve Fund and the Special Liability Fund during the preceding year and shall transfer from the Expense Fund to the respective funds, the amounts of such interest. If, at any time, the moneys in the Expense Fund are more than sufficient to provide the estimated expenses of administration and the interest requirements for a period of two years, the amount of the excess over and above such estimated amount shall be transferred to the Special Liability Fund until an actuarial valuation shall show

that the entire liability of the Special Liability Fund has been completely liquidated. Thereafter any such excess amounts in the Expense Fund shall be transferred to the Pension Accumulation Fund.

To meet the expenses of establishment, the Secretary of the Pension Department is hereby authorized to borrow at regular interest from The Order of Railroad Telegraphers such amounts as shall be required, subject to the approval of the Pension Committee.

ARTICLE 11

PROTECTION AGAINST FRAUD.

Section 1. False statements or attempts to falsify or permit to be falsified any record or records of the Pension Department in order to defraud the department as a result of such act, shall be sufficient cause for the revocation of any certificate or the non-payment of any claim arising thereunder.

Section 2. Should any change or error in records result in any member or beneficiary receiving from the department more or less than he would have been entitled to receive had the records been correct, then, on the discovery of any such error, the Secretary of the Pension Department shall correct such error, and as far as practicable shall adjust the payments in such a manner that the actuarial equivalent of the benefit to which he was correctly entitled shall be paid.

ARTICLE 12

AMENDMENTS.

These laws can only be repealed, altered or amended in accordance with the provisions of Sections 1 and 2 of Article 24 of the Constitution of The Order of Railroad Telegraphers.

Approved by the Board of Directors of The Order of Railroad Telegraphers on the third day of May, nineteen hundred and twenty-two.

B. E. NASON,
W. P. HUTCHINSON,
G. E. SOYSTER,
J. F. MILLER,
H. G. ALEXANDER.





In Sweden one-third of the entire cultivated area is operated by electricity.

"What is our finance coming to?" asks a writer. We can truly say it isn't coming our way.

Care should be taken in speaking of a "steel dividend" that the words are not accidentally reversed.

It has got to be that more notice is taken of one of Lloyd George's periods of calm than of his crises.

Many receive advice, but few seem to profit by it, or there would be a better demand for union labeled goods.

On his birthday Edison was 19 minutes late for work. That's the beauty of being the boss. Nobody fired him.

Two hundred and twelve new members joined the Order of Railroad Telegraphers during the month of April.

During the five-year period from 1916 to 1920 inclusive, 108 strikes, involving 535,000 workmen, took place in Buenos Aires.

If conscience could torment a victim like rheumatism does, honesty would become a more prevalent human trait than it now is.

A most touching case of gratitude is that of the man in a western town who bequeathed \$100,000 to the girl who refused to marry him.

The largest electric locomotive of its class in the world was recently installed in a mine near Johnstown, Pa. This "mule," which runs by electric power, weighs 35 tons, and has three 84 horsepower motors.

Trade unionists who believe in signs very often fail to see the absence of the union label, shop card, or working button.

A mouse has the ability to raise dress goods to an abnormal height quicker than any profit crazed merchant prince ever dreamed it was possible.

The true test of civilization is, not the census, nor the size of cities, nor the crops—no, but the kind of man the country turns out.—Ralph Waldo Emerson.

Because of labor disputes in the United Kingdom last year, approximately 86,000,000 working days were lost. The number of workers involved was 1,800,000.

A radio station erected on an Arctic island, 600 miles northeast of Norway, serves as a weather outpost for that country, sending warnings of approaching storms.

That poverty is regarded by human society as a most heinous crime, is proven by the cruelty of the sentence it imposes on those whom circumstances force to plead poverty.

Street cars in Paris may be eliminated because they cause traffic jams. Committees are considering the financial problem involved in supplanting the trolley cars with motor busses.

If those long-winded employers who talk all day and say nothing would trim their tales to the dimensions of a rabbit's tail the consequent brevity would earn for them greater dividends.

The Star Junction mines, the largest and strongest of the non-union plants in the Upper Connellsville region, fell into union hands April 18. Notices were posted that the plant would be shut down indefinitely.

An Emporia woman whose son is a banker in a big eastern city proudly informed her neighbors that her son had been promoted again. "He has forged his way to the front," the woman declared.

In Salt Lake City is a \$40,000 monument built in honor of sea gulls. When Mormons first settled in Utah, the sea gulls destroyed the locusts, which endangered the crops, and the monument was erected in their memory.

The latest estimates give to China proper, including the 18 provinces, 407,737,325 people. Manchuria is credited with 8,500,000, Mongolia 3,345,000, Tibet 6,480,000, and Chinese Turkestan 426,000, making a grand total of 426,447,325.

The boss in life's orchard, orders the one he bosses to gather for him the succulent golden oranges and expects him to consider himself well paid for the effort if permitted to appropriate a few shriveled-up worthless lemons for his own use.

Be ready to adopt new ideas. We progress only through change. It is just as unreasonable to stick to old ways, merely because you are used to them, as it would be to walk up ten flights of steps when you might be carried up in the elevator.

An army of idle men, the announced mission of which is to solve the problem of unemployment, has been formed in Montreal, Canada, by Albert St. German, a court stenographer. Daily drills in the Champ de Mars, Montreal's military parade ground, form part of the army's routine.

An army of principles will penetrate, where an army of soldiers can not; it will succeed where diplomatic management would fail; it is neither the Rhine, the Channel, nor the ocean that can arrest its progress; it will march on the horizon of the world and it will conquer.
—Thomas Paine.

Buy, build, work; make jobs for more men, workers are admonished by neighboring sign boards. To the worker who has neither money or work or opportunity for making work, the purpose of this silly propaganda is past understanding. Even propaganda cannot thrive on barren soil.

In our state prison we have 250 idle men. They are old. They can do nothing but sit around and talk. They think that their talking is helping to settle the country's problems. We call them our senate.—Testimony before Labor Committee of the House of Representatives.

The refusal of the Victoria, Australia, manufacturers to observe Anzac Day as a public holiday has surprised officials of the Returned Soldiers' League. The manufacturers declare that there are already enough holidays and that Anzac anniversary should be solemnly observed, but preferably on a Sunday.

A toll of 210 lives was taken by the coal mines of the United States in the month of February, according to reports of the United States Bureau of Mines. In the corresponding month last year there were 160 fatal accidents in the coal mines. The 1922 figures thus represent an increase of 50 fatalities, or about 31 per cent.

The Swedish government is about to construct an underground cable system between Stockholm and Gothenburg, a distance of about 300 miles. This will be the longest cable of its kind, with the exception of the Boston-Washington cable in the United States. Over 300 repeaters located in eight repeater stations will be required.

Summonses have been issued by Judge Alberto Ponce for Jose M. Vaquero, Chairman, and ten members of the Executive Committee of the Telegraphers' Union to answer charges of fomenting a conspiracy to interrupt a public service. Virtually no traffic is moving over the wires in Cuba in consequence of the telegraphers' strike.

Birds that build their nests on the arms of telegraph poles of the all-American cables on the land section between Valparaiso and Buenos Aires are causing short circuits, frequently delaying messages. Mud and discarded telegraph and fence wire are built into the nests of the larger species of birds, causing disaster to communications.

Were half the power that fills the world
with terror,

Were half the wealth bestowed on
camps and courts,
Given to redeem the human mind from
error,

There were no need for arsenals nor
forts.

—Longfellow.

Canada has settled 27,000 Canadian ex-soldiers on farm land and has lent \$85,000,000 to these men. The full purchase price of the land and up to \$3,000 for buildings, equipment and stock has been advanced to each. Only seven per cent of the men thus aided have abandoned their property and last year's crops from soldier lands were valued at \$15,000,000.

The charge that a number of railroad systems are continuing their efforts to cut wages and to destroy organized labor by disposing of their repair shops to private interests and "farming out" additional repair work, was made in a petition filed with the Interstate Commerce Commission by W. H. Johnston, president of the International Association of Machinists.

In an effort to force the Posen employers to cancel a recent wage cut and increase the scale by 25 per cent, the unionized workers of that city and the surrounding territory went on strike on March 17. The strikers promised the Government officials that they would not tie up vital industries. In Lodz the machinists went on strike and in Lemberg the printers quit their machines.

There may be built, as an experiment, in Copenhagen a street pavement of rub-

ber for a distance of 220 yards. It is claimed that it would last for fifty years. The noiseless pavement of the court to the Savoy Hotel in London is of rubber, and has been admired by tourists from all parts of the world. But it is a form of pavement that has been considered too expensive for general use.

Although the representatives of some 700,000 union workers at a convention held in Posen on October 30 insisted upon the maintenance of the legal eight-hour working day in Poland, that statute has been modified so as to allow a nine-hour day in factories, and, furthermore, the lower house of the Polish Parliament has passed, by a vote of 136 to 61, a bill providing for a ten-hour day in commercial establishments.

Adoption of an international union membership card as a step to prevent Mexican labor being used to break strikes in the United States, and American labor being used for a similar purpose in Mexico, was advocated by officials of the American and Mexican labor organizations at a meeting held in El Paso on April 19th. The meeting was in connection with the annual convention of the Texas Federation of Labor.

At a meeting of employees of the Dominion Civil Service held at Halifax, N. S., a resolution was adopted requesting that the cost of living bonus be continued and declaring "that if any change is contemplated in the amount of said bonus, it should be in the direction of restoring the cut of 25 per cent made last year." The resolution will be forwarded to the federal ministers and Nova Scotia's members in the House of Commons.

The island of South Georgia, where Sir Ernest Shackleton has been buried, is 2,000 miles from civilization; but it is shortly to possess a complete, though small, iron foundry. A firm has dispatched to this distant isle one of its special comprehensive plants for making castings required in repairing the ma-

chinery of whaling vessels. Any necessary repairs to the ships can also be carried out by this equipment.

The Alberta Federation of Labor has been requesting for years that a suitable fair-wage clause be inserted in Provincial Government contracts. Without the blare of trumpets or the beating of drums the thing has now been done. All future contracts will contain the clause and at least one large contract, already let, has the fair wage feature embodied therein.

The Hungarian Government has several thousand acres of land to sell and is going to set up a bureau in America, where Hungarians will be able to purchase farms before returning home. The land reverted to the government when the taxes were unpaid, and it is planned to sell it to Hungarians who are now in America, whose savings average about \$400 to \$500 each.

Benjamin Wolf, who lives near Falmouth, Ky., declares his sleep has been disturbed at frequent intervals by electric shocks and cracking noises. He claims that music and voices in the air can be heard in nearly every part of his house, but particularly about his bed. A radio expert, who was consulted, concluded the wire springs in Wolf's bed act as a wireless receiving station.

In accordance with the Royal decree of December 10, 1921, providing for governmental aid to societies formed for the purpose of building workmen's homes, in Madrid, Spain, one of the workmen's societies so formed has proposed that capital be raised among its members, and that the government be asked to aid it and other building societies in the buying of substantial wooden dwellings for the housing of workmen.

Norwegian employers state that the Compulsory Arbitration Court, by granting high scales of wages to workmen, in 1920, has practically made it impossible for Norwegian industries to compete

with the industries of other countries. In order to avoid discharging workmen, and in order to decrease unemployment in general, a number of concerns have decided to decrease the number of work hours per week.

Communists on April 15th occupied the Rome power plants located at Tivoli, where the celebrated cascades supply the power for lighting Rome. The occupation was opposed by the Anglo-Romano Company, owners, who before ceding the plant, succeeded in forcing the Communists into an agreement to operate the machinery on a contract basis. No serious incident marked the occupation.

Owing to economic conditions, drought and inaccessibility to their farms, scores of settlers in Nairobi, Kenya Colony, East Africa, are on the verge of bankruptcy. The situation is critical. The government economy committee has recommended immediate relief in the form of the remission of the purchase price of the farms in cases where the development required on the part of the settler in the first three years of occupancy has been carried out.

German papers comment sarcastically upon a remark alleged to have been made in the Sejm by M. Sosakovsky, the Minister of War, during a debate on the bill providing for a Polish standing army of 250,000 men, to cost about 150,000,000,000 marks. Answering Socialist protest against the cost of the army, M. Sosakovsky is quoted as saying: "In a Diet where nearly all the Deputies are millionaires no one ought to be scared at a figure of 150,000,000,000."

Federal, cantonal and municipal authorities of Switzerland are taking energetic steps in the way of making money allotments, stimulating building activities, advocating the use of Swiss materials, extending credit to the Federal Council for Federal enterprises, and establishing educational courses in a united effort to relieve the conditions re-

sulting from the unemployment of 150,550 persons, the approximate total at this time.

While coal miners live on roots and herbs in Alabama and hundreds of thousands of others are deprived of the bare necessities of life, the coal operators will watch diminishing coal supplies and ascending prices with a complacency that is the result of having everything coming their way. We wonder just how the "dear public," about which so much sob stuff is pulled when workers strike, will view the strike of operators as evidenced in the coal lockout?

The threatened strike of the Irish postal employes has been averted by an agreement between the Postmaster General and the Irish Postal Union. The agreement calls for the setting up of an independent commission to make immediate inquiry into the wages, organization of the work, and general conditions in the post office. A strike of the farm laborers of Dublin County, because of the refusal to accede to their demand for 43 shillings a week, became effective March 7, 1922.

The American Indian Arts and Crafts Foundation is an institution organized by a Wyandot Indian, which has for its purpose the restoration of the arts and crafts of the Indian in the United States. Choice specimens of hand-made blankets, baskets and pottery are very rare, and the country is flooded with imitation artwork that passes for Indian art, says the Indian. These industrial art centers will be on or near the reservations and will furnish work for the Indians the year round.

The largest iron casting ever made in Great Britain and one of the largest ever produced in any country was recently turned out in a British factory. It weighed about 110 tons and the mould was built in a 16-foot pit. Seven hours were occupied in melting the metal, and the casting was poured in just under five minutes. Three weeks were occupied in

cooling the casting. Owing to its enormous size and weight, the casting had to be delivered by road, six traction engines being used for hauling it.

At a special election held in Detroit, April 18th, the citizens decided upon the purchase of 274 miles of track owned by the Detroit United Railway, the bulk of that company's property. With the track go all the company's cars, practically all of its real estate and what supplies the city chooses to take over. After the transfer of the property is made on May 15, according to present plans, the city will own every inch of railway track in the city and no private company will operate a car through the streets without paying rental.

W. A. Boys, member for South Simcoe, intends to raise in the Canadian House of Commons the old question of the pension rights of Grand Trunk employes. He has given notice of a motion that, "in the opinion of this House, immediate steps should be taken by the government to restore the pension rights and status of all employes and ex-employes of the Grand Trunk Railway who were deprived thereof owing to participation in a strike on the system in the year 1910, to the end that all such may secure their just rights pursuant to the terms and true intent of the settlement made between the parties."

The Belgian central industrial committee has decreed decreases in the salaries of workmen of all categories. The decree will immediately affect the miners, whose wages will be reduced 10 per cent, and the steel and iron workers, whose pay will be reduced 20 per cent. The present wage scale will be maintained provisionally in the textile industry, but decreases in pay later will be applied to gas and electrical workers and other branches of industry and commerce. The reduction in pay for the miners is equivalent to six francs per ton. The miners' union met and decided not to accept the decrease. It was considered probable that they would call a strike in protest.

It is noteworthy in connection with the 1921 General Electric report that the International General Electric Company, a foreign sales subsidiary, did \$38,000,000 gross business in forty-four countries last year. This figure was an increase of 17 per cent over 1920. After allowing for \$7 on the preferred stock, \$12 was earned on each share of the common, on which there is no distribution. The balance sheet of the International General Electric shows \$25,000,000 in investments, \$5,000,000 more than for the preceding year. All of the common and most of the preferred stock of the company is owned by the General Electric.

H. Parker Willis, an employe of the Federal Reserve Board, defends the princely salaries paid officials of the Federal Reserve Bank. Writing in the Journal of the American Bankers' Association, Mr. Willis scoffs at the theory that these salaries should be based on the fact that cabinet officials are paid \$12,000 a year. This basis of comparison, says Mr. Willis, is "purely artificial, and must evidently be rejected" because it is the result of custom and tradition. The defense of high salaries is interesting to trade unionists, who are called upon to present their living costs and bare necessities to men who insist that "there are no classes in this country."

A link with the great Faraday, who was the scientific founder of the electrical industry, has been broken by the death recently, in England, of Mr. S. A. Varley, at the age of 90. Varley received his first inspiration from the lectures of Faraday at the Royal Institution, London, and he played an active part in the laying of the first Atlantic cable. During the Crimean War he laid, for the first time in military history, a field electric telegraph for war purposes. He was also the originator of the time ball at Greenwich Observatory, and elsewhere, for giving time signals visible to the public. Still more important was his invention of the compound wound dynamo.

Many quaint letters are received from time to time by the South African Railroad administration, two of which follow: "Dear Sir—I am very glad indeed to have my money restituted. I thank you for you respectability done to me. Much humiliated by the poignancy of the Station Master of ———, I made up my mind to make some few lines and claim for my money and so I did. It was a very frightening phenomenon when they refused to take my concession form at the station and a noxious thing. I thank you most sincerely for having sent and heard my complaint." "I remain, Yours faithful ———." Another: "With this put I you in knowledge that I £55 will take for the burn in my field caused by the Railway and that I the claim of £500 back pull."

A secret meeting of the big railway executives with the minister of railways, Hon. W. C. Kennedy, took place in Ottawa, Canada, on the question of freight rates. It was stated afterward that only the broad outlines of the problem had been dealt with and no decisions reached with regard to individual cases. Another meeting is to be held within the next few days. This meeting, and others to come, implement the promise of the government made in the speech from the throne, which read: "Conferences have been arranged between the railway authorities with respect to the reduction of rates upon basic commodities." This is the first time all the railway heads have been gathered together, though there have been informal discussions before.

It has been known for some time that metals are like human beings in getting tired after prolonged exertion. A piece of metal, for instance, which is subject to constant vibration, will gradually lose its strength, but will recover it again if it is allowed to remain quiet. Engineers, therefore, attach great importance to what is called the "fatigue testing" of metals. It is more important to know at what stage a piece of metal will become overtired and collapse than to

know its hardness or its elasticity. The earliest forms of fatigue testing had the drawback that they took a considerable time and were therefore expensive. An investigator has, however, devised a most ingenious apparatus by which the results of a fatigue test can be obtained in a few minutes instead of a week or two.

Friends and admirers of Clara Barton will observe the tenth anniversary of her death by planting a centennial oak at the house where she died at Glen Echo, Md., just outside the capital. General Nelson A. Miles will direct the ceremonies and Mrs. John A. Logan, widow of the famous Civil War volunteer General, will turn the first spadeful of earth. The program also will include the planting of a bed of Clara Barton roses, originated by the late Dr. Van Vleet of the Department of Agriculture and known throughout the world as the originator of many varieties of flowers. Miss Helen Fitz Randolph, a lifelong friend, and Dr. J. B. Hubbell, physician of the celebrated Civil War nurse, will be in charge of the ceremonies, which will be conducted under the auspices of the American Forestry Association.

The new emigration law, recently passed by both houses of Parliament, prohibits the hiring of Czecho-Slovak citizens as settlers in a foreign country unless special permission is granted by the Ministry of Social Welfare, in which case employers must guarantee free return passage to Czecho-Slovakia in the event that the settler becomes ill or otherwise incapacitated for work through the fault of the employer. The general strike of the coal miners which began on February 3, 1922, has been officially declared to be at an end. On March 13, 1922, between 60,000 and 70,000 glass workers stopped work, demanding that the old collective contract of payment remain in force. So far employers have refused this demand and insist upon the enforcement of a new collective contract providing for a wage reduction of 20 per cent.

- There is nothing new about shorthand, for it was used before the Christian era. Cicero's amanuensis, named Tiro, evolved a system of his own (B.C. 66) that was taught to others and used successfully. Down through the middle ages stenography was not much employed. The birth of the modern systems started in 1588, when Dr. Timothy Bright, an English scholar, brought out a new compilation. Then followed in 1627 John Wills' improved system, and in 1632 Shelton's method, which he taught to a select few. Among those who learned was Samuel Pepys, secretary to the Admiralty in the time of Charles II, and its variety may be understood when the translation of the stenographic symbols which he wrote into his diary secrets would have cost him his life.

Millions of dollars would be saved the American people if Congress defeated the proposed ship subsidy and handed private ship owners \$200,000,000 worth of government shipping without cost. Ship owners will buy the vessels from the government at an approximated cost of \$200,000,000, the payment of which will be extended over a long term of years. The government, in turn, will give the ship owners, as a direct subsidy, \$30,000,000 a year for 10 years. This means that the government will pay \$3 for every \$2 received. It would be cheaper for the government to give the ships away and close up the shipping board rather than attempt to sell the ships under the proposed subsidy bill. As matters now stand, the ship owners will not only get the ships for nothing, but they will, in addition, be handed \$100,000,000.

The Rev. James I. J. Corrigan, speaking at the Boston C. L. U.'s mass meeting on unemployment in Faneuil Hall, declared that the widespread unemployment in this country at present is a national disgrace, an enormous waste of economic resources and a social menace that calls for immediate and vigorous action by the government, local, state and national. When large numbers of

able-bodied men remain in idleness, Fr. Corrigan said, there is a corresponding decrease in the total amount of wealth that is being produced. It also means, he declared, that these men must live on what has already been produced. Thus our economic life, he said, is disorganized, industry is paralyzed, the total amount of profits lessened and the standards of living of the working classes lowered, while the problem of intemperance, crime and poverty are intensified.

The salient feature of the Canadian railway report for the year 1921 is the betterment on the government roads. The total operating loss was \$16,159,025, as against \$36,842,970 for 1920. This is distinctly encouraging. It must be borne in mind, however, that fixed charges, attaching to \$141,729,485 added to capital account in 1920, will need to be taken care of; so that the net favorable difference is cut down to about \$12,000,000. That, however, is a substantial gain. The losses on operating account during the year were distributed as follows: Intercolonial and Transcontinental \$5,587,299,- Canadian Northern, \$6,574,237, and Grand Trunk Pacific, \$3,997,489. The Grand Trunk, which did not come within the scope of public operation in 1921, had an operating surplus of \$5,678,739. The Canadian Pacific showed net operating earnings of \$37,475,819.

District Attorney Brady of San Francisco has asked Governor Stephens to pardon Thomas J. Mooney and Warren K. Billings, who are serving life sentences in connection with the preparedness day bomb explosion in July, 1916, which killed 10 persons and injured many others. "I believe no person who permits himself to analyze the situation," Brady's letter said, "entertains any doubt that Mooney and Billings were convicted on false testimony." When Brady was elected he let it be understood that he favored a new trial for Mooney and Billings, but since election he had made no move along that line. Trade unionists have insisted that a new trial, rather than a pardon, be granted the ac-

cused, as a trial will permit the expose of perjuries and the entire "frame-up." which, it is declared, involves many prominent citizens and police officials.

Insulation on wire, whether on high voltage or low voltage, must not be trusted implicitly. It is not to be depended on in high voltage circuits (over 750 volts). The safe rule is to consider all wires as live wires, whether insulated or not. The insulation deteriorates in time, or it may be injured by chemical fumes, excessive moisture, oil, or acids. Many deaths and injuries have resulted from the careless handling of 110-volt equipment, and workers must be taught to respect it. Low voltage may be dangerous if the person is not in good physical condition, or if he is standing on a direct "ground"—for example, on a cement floor, in water, on an iron platform, or on moist ground. Furthermore, there is always the possibility that the low voltage line may be accidentally crossed with a high voltage line.—National Safety Council.

Permits have been issued to members of the N. H. S., for the purpose of trapping and banding birds. The bands are small aluminum rings, numbered and stamped: "Biol. Sur., Washington." Several thousand birds are trapped, banded and released each year by United States and Canadian observers, and numbers of ringed birds are re-trapped at different stations and in different years, so that it is possible to learn the routes which birds follow in migration, their speed, how long they live, whether the same birds return to the same nesting sites, and many other interesting facts concerning which we at present know little. Attending to the traps and keeping the records entail considerable time and care, but the results are well worth while and are more satisfactory than from banding the young in nests, as was done formerly.

Wages in the sugar plants of Fiji must be cut or the mills must be closed owing to conditions in the sugar market, ac-

cording to opinions rendered by experts. Leaders of the Indian laborers declare that the company made large profits when sugar prices were high, and that now they should continue operations, even at a loss, to provide their employes with the means of a living. The Fiji-Vancouver Company has given notice that it will close at the end of the 1922 season; the Ponang Company is considering shutting down, and the Colonial Sugar Refinery, operating the four largest mills in Fiji, has announced that wages must be reduced or it will be impossible to continue operations. It has been intimated in official circles that either the New Zealand or the Imperial Government might be asked to aid in financing the companies through the present lean years.

The new Superannuation bill passed by the recent Alberta, Canada, legislature will not come into effect until July 1st, when the four per cent deductions from salaries of employes to provide the fund will commence. The government contributes also 4 per cent. Consideration for past services of many employes who have been with the government for years is given in the provision that the government will provide 1-50th of the average salary of such employe for the term he has been in service. In this way, many employes will already have a considerable sum to their credit in the superannuation fund. The retirement age for male employes is 65 and for female employes 60. Those who retire from government service before that time can withdraw the amounts they have paid in, with 5 per cent interest. Thus the scheme provides a savings account feature.

The magnitude and success of the recent Chinese seamen's strike grow with the arrival of later news. No fewer than 15,000 seamen were involved. On January 3 they walked off ocean-going and coastwise steamers owned by British, Chinese, and American shipping capitalists. On March 10th, they went back, after the British authorities promised to:

- (1) Recognize labor unions in Hongkong,
- (2) meet the demand of wages half way,

- (3) form a board of arbitrators for settlement of the strike, and (4) remove the governor of the colony for his autocratic and forcible methods of breaking up the strike in the interest of the British ship-owners, and pay them for time lost on account of the strike. A few more strikes of the sort the Chinese, Japanese and Hindus have been carrying on of late, and the myth about "backward races" will be buried in the graveyard where it belongs.

Bottled beer, which was quite a drink in pre-prohibition days, was discovered by accident. During the reign of Edward VI, Dr. Alexander Nowell was the headmaster of Westminster School. When Mary came to the throne she sent a party of soldiers to arrest him at his country house. When they arrived the doctor was fishing with a stone bottle of ale placed near him in the hollow of a tree. A servant came to warn him, whereupon Nowell fled across the meadows, and after many adventures succeeded in reaching Holland. After Mary's death Nowell returned, and quite by chance discovered the bottle of ale that he had left so hurriedly many years before. He sipped the liquid cautiously, and found that it was better than any he had ever tasted. That night he collected all sorts of bottles and jars, filled them with ale, and placed them in his cellar. He had discovered bottled beer.

At a meeting of the Trades and Labor Council of Hamilton, Ont., after a two-hours discussion of the threatened strike situation, the delegates decided to lodge a protest to Hon. James Murdock against the action of the Dominion Power and Transmission Company, it being charged that the company had violated the Industrial Disputes Act. The committee named to act for the Council was also deputed to communicate a detailed history of the dispute between the company and employes to the Trades and Labor Congress at Canada, and ask that the executive urge the government to amend the Industrial Disputes Act. Speakers criticize the Department of Labor for

not having enforced the Act in view of the company's action in reducing the men's wages prior to the investigation of the Board of Conciliation. Several delegates thought the government should take steps to prosecute the management of the company.

Attorney General Daugherty says there ought to be a union of coal consumers for protection against abuse by operators and miners. We thought we had such a union of consumers to protect us against wrong from any special interests. The organ of that union of the people was, we thought the United States Government. Its chief officer, intrusted with our defense from internal aggression, is at present Mr. Daugherty, Attorney General of the United States. Apparently we were wrong. Apparently it is not the business of the Attorney General to protect us, consumers of coal, from the effects of a wholly unnecessary coal strike that has thrown 600,000 miners out of earning jobs and stopped the production of the nation's chief public utility—a strike that Mr. Daugherty could have prevented and which he could terminate now by raising his hand. We have a Union of the people. But its agencies, designed to protect us, are not working. —*New York American*.

The Ministry of the Interior, at Rome, Italy, was the scene of an exciting rent demonstration when a small army of mothers, babies in arms and leading small children, invaded the Ministry, despite the opposition of the guards, who were unable to stop the onrush of the screaming, frenzied women. Headed by Deputy Giuseppe Mingrino, a Pisa Socialist, whom they had enlisted as champion of their cause, the women rushed into the office of Vice-Premier Meneduce and demanded the restoration to them of their apartments, from which they had been forcibly ejected by Royal Guards on an order obtained by an apartment house proprietor because his tenant was violating the lease by subletting. The mothers demonstrated to the Minister that they were unable to pay higher rents for

larger quarters than the small tenements the lessee had sublet to them, and the order ejecting them was cancelled. The brigade of women then marched out triumphantly and hurried back to reoccupy their quarters.

"The reduction in wages during 1921 have more than swept away the aggregate advances made to the workers in 1919 and 1920. In the scheduled industries, for which returns are made by the Ministry of Labor, the reductions for the first 11 months of the year aggregated £5,563,000 per week, and the further reductions in the mining engineering, shipbuilding, and other industries on December 1 brought the total up to £6,000,000 a week. Besides these official statistics there are the wage reductions which have been enforced upon agricultural workers, shop assistants, clerks, domestic servants, and government employes, the latter in the form of automatic reductions of bonus with the fall in the cost of living. It is an exceedingly modest estimate to put these reductions at £1,000,000 a week, which brings the aggregate fall in wages to £7,000,000 a week. Taking the working year as 50 weeks, this means a loss in wage earnings of £350,000,000 a year." —Review of the Year in the *Leicester Post*.

Celebrating the fifth anniversary of the epoch-making revolution in Russia, the Soviet government has proclaimed its intention to use the Holy Fund of Russia for the relief of the starving millions of men, women and children, says Frederick Cunliff-Owen, O. B. E., in a special article in the *New York Times* on the revolution and the abdication of the ill-fated Nicholas II. The treasure of this fund has been piling up for hundreds of years, and represents mainly contributions on the part of the members of the national creed to the Orthodox Church of Russia. The amount of treasure in this fund is unknown, but it was estimated in 1815, that is to say, three years after the burning of Moscow and the French invasion, that the Holy Fund

amounted to \$4,000,000,000 in gold, jewels and treasures. It is also known that it was not tapped or drawn upon in any way during the Crimean war in 1855, nor in the war in 1877, nor in the war with Japan in 1905—not even in the recent great war, and that it went on increasing in size by leaps and bounds from 1815 until the revolution five years ago.

Details of the law providing for a capital levy upon industrial and agricultural enterprises in Poland, passed by the Sejm and presumably approved by the Senate, show that in the case of stock companies founded before January 1, 1920, the levy is to be 15 per cent of their stock capital and reserves as of the day when the law is promulgated, while in the case of companies organized since that date the levy is to be only 10 per cent. The property values are to be based upon the income taxes paid in 1920 and 1921. Special provisions apply to the oil industry in Galicia, where the tax is to be 10,000 Polish marks (about \$3) for every carload of oil produced between July 1, 1920, and June 30, 1921, in addition to 10 per cent of the gross selling price. In the case of wells not yet producing oil, but begun at least a month before the promulgation of the law, the levy ranges from 100,000 to 400,000 marks per well, according to the district. The levy is to be paid in two installments. Polish 5 per cent bonds of 1920 will be accepted at face value.

One of the landmarks of Rio de Janeiro has been a hill about 300 feet high in the heart of the city, called the "Morro do Castello." A chapel crowned the top, and there was the tomb of Estacio de Sa, who, with his brother, Salvador de Sa, shares the title of founder of the city. Salvador was drowned at sea, so only Estacio could be entombed. Near by the chapel on the hill was a stone something like a milestone, bearing the date 1567 and called the foundation stone. On January 20 Rio de Janeiro celebrated the 355th anniversary of its founding. As it had been decided to raze the hill and so make available

valuable land, on that day the ashes of Estacio were taken from their long-time resting place and carried in an army ambulance to the monastery of the Capuchins at the beginning of the ascent of the mountain Jijuca. In another wagon was the foundation stone, followed by a long procession. After the ground where the hill was is properly prepared a monument to commemorate the founding of the city will be erected in the same place, and the remains of the founder and the foundation stone will be put there.

Suppose the wind blew only in one direction, the climate would change and large parts of the world would immediately go out of cultivation, owing either to excess of moisture or drought. In other parts, to leeward of the great deserts, all vegetation would be swamped by the shifting sands. Rivers would change their courses, mountains would be worn away, and coastlines altered, while half the earth's population would literally starve as the result of the failure of the crops. The survivors would find a considerably altered world. In Great Britain, for instance, with a deflected gulf stream, there would be a climate like that of Northern Russia, and the national character and habits would in a century or so adjust themselves accordingly. Steam power would vanish not only in shipping, all vessels, of course, running circlewise, but also on land, where wind generated electricity would be the universal motive power. Our houses would be built on a uniform pattern, door away from the wind, and the whole layout of our towns would be standardized, residential quarters to windward, factories and anything unpleasant to leeward.

That great figure of German militarism, the late General von Moltke, thus spoke of war: "War is holy and of divine institution; it is one of the sacred laws of Nature; it keeps alive in men all the great and noble sentiments, honor, disinterestedness, virtue, courage. In one word, it prevents them from falling into the most hideous materialism." In

comment upon this gross idealization of war by von Moltke, De Maupassant, the famous French writer said: "Therefore, to collect a herd of some 400,000 men, march day and night without respite, to think of nothing, study nothing, learn nothing, read nothing, be of no earthly use to any one, rot with dirt, lie down in mire, live like brutes in a continental besottedness, pillage towns, burn villages, ruin nations; then meeting another similar agglomeration of human flesh, rush upon it, shed lakes of blood, cover plains with pounded flesh, mingled with muddy and bloody earth, pile up heaps of slain, have arms and legs blown off, brains scattered without benefit to anyone, and perish at the corner of some field, while your old parent, your wife and children are dying of hunger; this is what is called 'not falling into the most hideous materialism'."

Extensions of three of Alberta's northern railway systems to the extent of 39.5 miles will be made this year, at a cost of \$1,006,000 for actual construction, and a further sum of \$514,456 will be devoted to maintenance upkeep and equipment, according to an announcement at this session of the legislature. The lines to be extended are: Lacombe and North-western railway 11.5 miles in a general northerly direction from Rimby, the present terminus; Central Canada, 13 miles westward from present terminus of Berwyn; Edmonton, Dunvegan and British Columbia, 15 miles west from Grande Prairie City, the present terminus, to a point near Lake Saskatoon. Necessary bills for these purposes were passed by the legislature in committee of the whole with but little discussion. Perhaps the most important announcement was that made by Premier Greenfield, during a discussion on the agreement between the provincial government, the E. D. and B. C. Railway Company, and the Canadian Pacific Railway Company, to the effect that there had been an increase of thirty per cent in the tax on right-of-way, and that the Canadian Pacific railway would not hold the province responsible for operating losses on the E. D. and B. C. line.

Among the "accidental" inventions may be mentioned the lifeboat. In the course of a country stroll William Wouldhave, the inventor of the self-righting lifeboat, came across a woman who asked his help in lifting a heavy vessel of water just drawn from the well. On the surface of the water there floated the broken half of a wooden bowl. Wouldhave was drawn into conversation and, like many another man who cannot keep his hands quiet while he talks, he idly toyed with the floating piece of wood. Naturally he turned it over and found to his surprise that it immediately righted itself. He inverted it again, with the same result, and since he was at the time actually at work on the problem of an unsinkable boat he immediately realized the importance of his chance discovery. It is an experiment that anyone can readily make for himself. All one requires is the fourth part of a hollow "prolate spheroid"; or to put it in more homely language, the quarter of a cocoanut shell split from end to end. Put the shell in a bowl of water and you will find that it will not remain capsized, but will return at once to an even keel. In scientific language, it will float only with the convex surface downward.

Do you know how it came about that a man takes off his hat when he meets a lady he knows? In the olden days, when a knight arrived at a neighboring castle, he took off his helmet to show his host and friends that he did not suspect them of ulterior motives, and did not anticipate a bang on the head with a sword or a lance. To enter helmeted amounted to saying that he preferred to run no risks. From this has come the custom of a man baring his head as a greeting. That a man should take off his right glove before shaking hands comes from the same period, when travelers wore iron gauntlets, which were removed to avoid injuring the ungloved hand. The custom of firing artillery salutes comes down from the time when guns were first used. It was then considered polite and courteous to any great per-

sonage who happened to arrived at your castle to load all your guns with shotted rounds—not blank—and to fire them off as he arrived at your threshold. The reason for doing this was to show how you trusted your guest by emptying all the guns just before he came into their range. This practice was not kept up very long. Blank rounds were soon fired instead of real ones. They were not so dangerous!

Quoting figures published in London by the Russian trade delegation, *The London Statist* summarizes the delegation's report on Russian trade in 1921 as amounting, including both exports and imports, to 270,000,000 rubles, on the basis of pre-war prices, or about one-tenth of the trade of 1913. Of this greatly reduced total, moreover, 250,000,000 rubles were made up of imports alone, the exports figuring out, again on the basis of pre-war prices, at only 20,000,000 rubles. Of the Russian exports during the year 47.9 per cent went to Great Britain and 22.7 per cent to Letvia. Only 5 per cent was reported under the head of direct exports to Germany. Of the year's imports, 23.5 per cent in value were made up of metals, machinery and kindred articles, whereas it is pointed out that in normal years that group of importations constituted the major part of the total Russian import trade. Importations under that group amounted to 185,000 tons, of which 56 per cent was railway material, 21 per cent agricultural machinery and tools, and the rest appliances of various sorts. It is estimated that on a tonnage basis 35.2 per cent of Russia's imports last year came from Great Britain, 24 per cent from Germany, and 15.8 from the United States. The largest single item in the year's imports into Russia from Great Britain was food.

Mrs. Flora Hill, who was imported into Denver as a strikebreaker to work in the bindery of one of the large printing offices that declared for the "open shop" last May, and who, with her two small children, was arrested in the railroad yards when she was attempting to board

a freight train to join her husband, an iron molder, in Dayenport, Iowa, says Denver is a cruel place for a woman to be in without money and no job. She was evicted from her room at a Champa street rooming house for failure to pay her rent. The case of this unfortunate woman is the same as many others who have been deluded by false promises to come to Denver and take the places of union men and women in the printing industry who have been on strike since last May. Incompetent to hold a position under normal conditions, they take advantage of a strike, thinking the employer will stand for any kind of work in order to keep his plant running, but they soon find out that the boss is not running his plant on these lines, and in order for him to continue in business he must have skilled workers, and these are hard to obtain outside the unions, unless the men and women prove traitors and "rat" on their fellow-workers. A collection was taken up in the city and the woman and her two children sent to Davenport, where the husband is now working.

Albert von Hoffmann, of St. Louis, proprietor of one of the largest printing establishments in the Central West, offers the following plan for securing funds with which to pay a bonus to those who served as soldiers, sailors and marines during the war: "Call in \$10,000,000,000 of Liberty bonds, stopping the payment of interest in six months. Redeem these Liberty bonds at par by issuing \$10,000,000,000 in paper currency, secured by land and property owned by the United States—this currency to be legal tender. This would save interest payments amounting to \$400,000,000 a year, which could be used in paying the soldiers' bonus. Money received by bondholders would, under this plan, be invested in other channels and prosperity would quickly ensue. Money paid in the form of a bonus would also help in establishing prosperity, as it would be quickly spent. Inasmuch as a great amount of present Liberty bonds was bought below par, with the Government re-

deeming bonds at par, considerably additional revenue in income taxes would be collected next year from profits arising through the redemption of the bonds called in. Those who held but redeemed their Liberty bonds would receive 100 per cent on their investment instead of 96 per cent if they were to sell on the market today. Nobody would lose anything, no additional taxes would be levied, and the Government could redeem this currency or replace it in time, as it sees fit."

Nature contains the elements, in color and form, of all pictures, as the keyboard contains the notes of all music. But the artist is born to pick and choose, and group . . . these elements, that the result may be beautiful—as the musician gathers his notes, and forms his chords, until he brings forth from chaos glorious harmony. To him her secrets are unfolded, to him her lessons have become gradually clear. He looks at her flower, not with the enlarging lens, that he may gather facts for the botanist, but with the light of the one who sees in her choice selection of brilliant tones and delicate tints, suggestive of future harmonies. He does not confine himself to purposeless copying, without thought, each blade of grass, as commended by the inconsequent, but, in the long curve of the narrow leaf, corrected by the straight, tall stem, he learns how grace is wedded to dignity, how strength enhances sweetness, that elegance shall be the result. In the citron wing of the pale butterfly, with its dainty spots of orange, he sees before him the stately halls of fair gold, with their slender saffron pillars, and is taught how the delicate drawing high upon the walls shall be traced in tender tones of ornament, and repeated by the base in notes of graver hue. In all that is dainty and lovable he finds hints for his own combinations, and thus is Nature ever his resource and always at his service, and to him is naught refused.—From "Ten O'clock," by Whistler.

The present strike of textile workers is both a protest against wage reduc-

tions and the feudalism of mill owners in Rhode Island. Rhode Island is owned by the textile interests through their control of the state senate. This body is composed of one Senator from every city and town without regard to population. The Senate can be controlled by 20 members who represent less than 8 per cent of the population. The Senate can elect substitutes in place of the governor's nominees for certain state offices. If the Senate does not like the governor's nomination for state commissioner of labor, it can elect one. The same is true of factory inspector, and of every other law and administrator of law that has the remotest bearing on the textile industry. The state labor board is appointed through the grace of the Senate. This board appoints the board of mediation and conciliation. One writer in a New York newspaper recently summed up the textile strike thusly: "The Rhode Island textile industry has no money to pay its workers a standard wage, but it has money to buy the elections in 20 or more Rhode Island towns and to maintain a costly political machine which corrupts the voters in the small representative districts into which the cities are divided. The whole spirit of the governing class in Rhode Island is the spirit of autocracy, and it manifests itself in an emphatic manner in the textile strike and in a multitude of instances inconspicuous in themselves."

Elizabeth Cogley, eighty-eight years, probably the first and oldest woman telegrapher in the United States, died at Lewistown, Pa., on March 23. As a young woman she was tutored as the first student of telegraphy by Lewistown's first operator, Charles C. Spottswood. When the telegraph office was opened in 1852 she entered it as messenger, from which she rose to the position of operator and succeeded her instructor when he relinquished the office. She made the acquaintance of railroad officials of high rank, who afterward became famous. Under her instructions later no less than three other members of the Cogley family became "Knights of the Key." At the

opening of the Civil War in 1861, as operator, she received the telegram from the State Department at Harrisburg that called into service the famous Logan guards in response to Lincoln's first call for 75,000 men. This dispatch, produced as a photograph from the original, has been scattered manifold by members of the Logan guards and others and links Miss Cogley's name with the stirring events of the early days of the war. Her business ability and skill soon became known to the officials at the head of railroad affairs, and she was transferred to the general office at Harrisburg in 1862, where expert and reliable operators were called to meet the important demands of the service. After the remarkably continuous term of telegraphic service, covering a period of 45 years, she retired in 1907 to the quiet private life in the old homestead in which she was born, where she and a brother and sister have since composed the remnant of the family of ten persons.

Ever since men began to invent machinery, there have been those who intentionally or unconsciously beguiled themselves into the idea that they could produce a machine, that once started, would keep on going forever without further addition of energy, and many have labored to produce machines that would prove it possible. After examining page after page of descriptions of perpetual motion devices the writer, Edwin G. Pierce, is struck with the psychological significance of the wheel in this fallacy. It may be the inventors become dizzy from going round and round, for the wheels seemed to transfer themselves to the brain. If there was no actual wheel in the machine there was always a rotation of some kind, or a cycle of events which always came back through the starting point. Reasoning in circles is not limited to inventors nor to perpetual motion efforts. Most of us must admit that we often catch ourselves coming back to the starting point in our thinking about ordinary matters. We pay 12 cents car fare to go and buy an article at just that apparent saving. We

figure on selling this property to buy another, and so on, till finally we realize that the apparent profits would be eaten up by the costs and we would be no farther ahead in the end. It may be a more common human characteristic than we realize to dabble in perpetual motion thinking. The real test of superior thinking is the ability to check ourselves and throw out the fallacies as we go along before they lead us to wrong conclusions. That should be, more than it really is, one of the chief aims of education—to teach boys and girls to think straight and to know whether they are thinking straight. Our forefathers had that characteristic to a high degree. It would be well for us to cultivate it.

All nations, ancient or modern, must necessarily use the same units of time—the year, month, week, and day. This being so, we only need to know where they started, in order to translate the dates in their own records into our own calendar. This in most cases we do know with more or less accuracy. Thus the Romans counted "Ab urbe Condita" (from the foundation of the city [of Rome] in 753 B. C. The Greeks from the "First Olympiad," 776 B. C.). There is naturally much uncertainty about the dates of very remote events, and chroniclers often disagree; but ancient eclipses form a number of points of departure, and, with modern lunar tables, by their means a number of events in ancient history have been dated beyond the possibility of error. These again form fixed datum points, from which other events can be dated with considerable accuracy. Several events in ancient Greek history are dated by eclipses. The war between the Lydians and the Medes is dated by the eclipse of Thales, May 28, 585 B. C. The expedition of Xerxes against Greece by that of Februar 17, 478 B. C. The first year of the Peloponnesian war by that of August 431 B. C. The defeat of Nicias before Syracuse by the total eclipse of the moon, August 27, 413 B. C. The victory of Alexander the Great at Arbela was eleven days after the total lunar eclipse-dated events in Greek, Ro-

man and Chinese annals. It is not known whether any cases are known in the history of ancient Egypt. Both Greece and Rome produced so many great historians, especially the latter, that authorities for the date of such an outstanding event as Julius Caesar's birth would be probably more plentiful than for many events of far more recent times. Herodotus, Thucydides, Livy, Tacitus, Pliny, Suetonius, to mention only the leading names, give us ample material for the history of the civilized world in the days of Greece and Rome.

The English Actors Association campaign against bogus touring theatrical managers and against resident managers of insanitary theaters is now on. A slight delay was caused by the necessity for obtaining the opinion of counsel with regard to the particulars of the scheme, but that has now been done. The provinces have been divided by the Actors' Association into areas, each of which will be dealt with in turn. In each the campaign will be started by a big public meeting which prominent local men of all kinds will be invited to attend. At these meetings the policy to be adopted will be explained, and an attempt will be made to enlist the sympathy of the general public. The support of trade unions has also been sought. Already the Actors Association has written to the managers concerned in the areas that have first to be dealt with. Some have replied to the charges brought them, and some have not. In many cases it has been established that unsatisfactory conditions are in existence, and managers have been warned that unless these are remedied they will be liable to a boycott. No member of the Actors Association will be allowed to appear in those theaters until matters have been remedied, and it is hoped that, by means of vigorous propaganda, the public will be induced to boycott them as well. Birmingham may form the center of the first area to be dealt with by the Actors Association in this way. The association contends that the greatest two evils that beset touring artists at the

present day are insanitary theaters and the prevalence of the "bogus" touring manager. The first is the fault of the resident manager. It is claimed that there are very few theaters in the provinces that have proper heating behind the stage, sufficient dressing-room accommodation, or adequate sanitary arrangements. Some of these abuses have already been put right by the exertions of the Actors Association, but it is stated that a great deal is yet to be done.

Stone Mountain is fifteen miles from Atlanta, or rather Atlanta is fifteen miles from it, for it was there before Atlanta was dreamed of, and it will be there after that ambitious city has been forgotten. It is a solid nugget of granite a mile long and 800 feet high, rising sheer from the plain and looking down upon you in sullen and sublime grandeur as you stand at its base. There be those who call it the eighth wonder of the world, says a Southern exchange. What a stone is Stone Mountain! Not a pile of stone, not successive layers of stratified rock, but just one solid block of granite. What a story this great stone could tell! The tears of all the centuries have trickled down its cheeks, and there are furrows to show when the rock has wept. The storms of all the ages have broken on Stone Mountain, and there are scars to show where heaven has hurled its thunderbolts. Forests have grown up around its base and died, and other forests have grown and died, and so through ceaseless cycles, but Stone Mountain has treated the trees as though they were leaves of autumn. Successive races of men have made their homes in the plains and have gazed up at the big rock and spoken their wonder in strange tongues, but the mountain has not changed with the changing civilizations that have beat about its base. The light of far stars has made its salute as it passed out of measureless space on its way to distant worlds and the big granite rock has received the salute in silent grandeur. It has never told its age, and no arithmetic can compute how long it will live. A great sculptor has dreamed that he might

carve the memorials of human war on its cheek, and blast a hall of fame in its side; but the greatest of all sculptors, the Almighty, has already carved the memorial of eternity on Stone Mountain, and it is one of God's temples of fame. And yet Stone Mountain, the eighth wonder of the world, is just a tiny pebble of planet earth, and earth a tiny atom in the sweep of endless worlds.—*Stone.*

According to a statement made by Mr. Kavanagh, N. S. W. Minister for Labor, the Labor Government of New South Wales has no intention of gazetting the reduction of 3s per week in the basic wage as recently declared by the N. S. W. Board of Trade. Mr. Kavanagh added that the Labor Government did not stand for a reduction of wages. "As a matter of fact" said Mr. Kavanagh, "the gazettal of the Board of Trade's declaration would not make much difference at this stage. Those employers who wanted to enforce the reduction of 3s per week have already done so by making application to the court. Some employers have been quite content to go on paying at the higher rate, and the government is among these. There has been a lot of misunderstanding over the policy of the government in this connection," continued Mr. Kavanagh. "It has been made to appear that we have done something contrary to the law and to precedent, but that is not so. The gazettal of the Board of Trade declaration is merely a matter of form. It is tantamount to an advertisement of the board's decision. The reduction in wages can only be brought about by the issue of a regulation by the government, applying it to all awards and industrial agreements automatically, or by those interested appealing to the court for its application. In declining to apply the reduction by regulation the government followed the precedent set by the National Government. On previous occasions when the Board of Trade declared for increases the National Government forced the unions to appeal to the courts, thereby causing delay and expense. The increase in the basic wage of £4 5s per

week occurred during the term of the Labor Government, and we naturally applied it by regulation. Now, when a decrease is declared for, which is contrary to our policy, why should we not follow the example of the Nationalists and let the employers go to the court, if they want to take advantage of it?"—*Australian Worker.*

Prof. D. D. Vaughan, of Boston University, in defining unemployment as "involuntary idleness," declared there are two types, the unemployed and the unemployable. In the latter case he placed the sick, old, crippled and the lazy. Special attention, tempered with mercy, he declared should be applied in treating with the old and infirm. The slogan of some employers of "don't send me men with gray hairs" ought to be eliminated, he asserted, as it is the most monstrous system that has ever been introduced in our industrial life. He then dealt with the pathetic side of this evil and the economic waste which, he declared, amounted to a monetary loss of more than a billion a year. "The effects of unemployment on the character of the idle man," he said, "are such that they very often change his whole after-life. Unless he has had the proper moral and religious training he becomes reckless and mayhap an evildoer. Crime waves always arrive with hard times and unemployment, coupled as it is with poverty and starvation, changes the man himself and he develops the animal nature of the jungle. In early life I started out with the thought that nearly everyone was a crook, but I soon learned that the great majority of the people are all right. Poverty is a curse, although there is an old superstition that it is a blessing. To my mind poverty is a tyrant that makes one a slave, tells you what you shall and shall not do, whom you shall marry, what you can afford, etc. It is therefore futile and nonsensical to talk of liberty and freedom unless you include income, despite the old superstition of the 'delights and blessings of poverty.'" Prof. Vaughan then discussed the various cycles of depression

and the seasonal occupational idleness of some trades and industry, and expressed the hope that in the near future a system will be evolved that will prevent unemployment and even occupational and seasonal idleness. He scored the theory that overproduction is a cause of unemployment, giving underconsumption as the cause.

Death as the result of a hunger strike has been the fate of a number of political prisoners in Warsaw, according to reports. Several other prisoners attempted to commit suicide, says the report. The strike, which was led by Deputy Dombal, a communist member of the Sejm, who was arrested several months ago on a charge of conspiring to overthrow the Government, is said to have been begun because of the bad treatment accorded to the prisoners by the prison officials. The Socialist Volkszeitung of Bromberg asserts that the Polish police there use violent measures to extort confessions from their prisoners, many of whom are old Polish soldiers. That the authorities pay little heed to the freedom of the press in their war upon radical agitators, seems indicated by the flogging of Dr. Lowenthal, responsible editor of the Posen Tageblatt, 100,000 marks (about \$30 at

present exchange rates) for having reprinted an attack upon the anti-radical law in which M. Dovnarovicz, then Minister of the Interior, was compared with the notorious Czarist Minister Stolypin. The article was originally printed in the Cracow Tribuna, which paper was not molested. When the Cabinet was reconstructed on March 11, M. Dovnarovicz was succeeded by M. Kaminisky. After having been in custody for three months, Dr. Hankiewicz, leader of the Ukrainian Socialist in East Galicia, has been freed, as there was no evidence confirming the charge of having conspired against the Polish State. M. Porankiewicz, leader of the Polish Independent Socialists, has been in jail for several months, and Nicholas Jaskiewicz, editor of the Cracow organ of the Independents, has also been arrested. The political labor movement in Poland is chaotic, there being half a dozen or more parties, ranging from the extreme communists, who are practically outlawed, to the moderate Polish Socialist Party, of which President Pilsudski is still believed to be a member, and which is avowedly patriotic, although demanding radical reforms in favor of the working people. The membership of this party is reported to have declined rapidly during the last two years.

About Turn.

"There is more joy in heaven over one sinner that repenteth than over The Ninety and Nine."

No more I'll seek the consolation,
I've signed the pledge.
My chiefest aim is conservation,
I've signed the pledge
No more I'll rave around at night,
Craving action, craving fight,
Believe me, boys, I've seen the light,
I've signed the pledge.

'Twas not of my own volition
I signed the pledge;
'Twas just to keep my good position
I signed the pledge;
When J. P. started in to "raar,"
To shout and roar and tear his hair,
I thought I'd better have a care;
I signed the pledge.

He sent me down to see the priest
And sign the pledge;
I didn't know him in the least,
I signed the pledge;
And so I toddle on my way,
I go to church now every day
And J. P. has no more to say;
I've signed the pledge.

Now, all you rounders, pay good heed;
I've signed the pledge;
Tempt not by action, word or deed;
I've signed the pledge;
I'm just as meek as I can be,
I stand ace high with Jimmie P.,
I'm back within the fold you see;
I've signed the pledge.

"SASKATOON."



PERSONAL MENTION



BIRTHS

The following births have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

BANKIE, Bro. and Mrs. B. H., of Sturgeon Falls, Ont., a girl.

COX, Bro. and Mrs. W. R., of Romona, Indiana, a boy.

GREEN, Bro. and Mrs. H. H., of Cotter, Ark., a girl.

HYSLOP, Bro. and Mrs. W. D., of Bedford, Indiana, a girl.

JONES, Bro. and Mrs. R. E., of Layland, Ohio, a boy.

KIDD, Bro. and Mrs. D. R., of Byng Inlet, Ont., a boy.

MUDGE, Bro. and Mrs. A. C., of Sudbury, Ont., a girl.

McKAY, Bro. and Mrs. T. H., of Sudbury, Ont., a girl.

PAPILLON, Bro. and Mrs. J. B. A., of Scotstown, Que., a girl.

SNYDER, Bro. and Mrs. F. E., of Westerville, Ohio, a boy.

SPEC, Bro. and Mrs. J. H., of Eau Claire, Ont., a boy.

WRIGHT, Bro. and Mrs. S. C., of Albert, New Brunswick, a girl.

MARRIED

The following marriages have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

BEATTY, Bro. Donald C., of Div. 52, and Miss Helen Blanche Bowman, at Monongahela, Pennsylvania.

COOPER, Bro. E. L., of Div. 95, and Miss Anne Hudson, at Jacksonville, Illinois.

DUKES, Bro. N. C., of Div. 28, and Miss Garnetto F. Wyndham, at Bonneau, South Carolina.

ROJESKA, Sister Anna A., of Div. 23, and Mr. L. J. Terrian, at Malden, Washington.

WALKER, Bro. G. E., of Div. 46, and Miss Bernice Thompson, at Pooler, Georgia.

THE RAILROAD TELEGRAPHER extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of **THE RAILROAD TELEGRAPHER**:

BICKEL, Bro. A., of Div. 5.

BRADY, Bro. Edw. D., of Div. 23.

BERGER, Bro. Harold E., of Div. 10.

BLAIR, Bro. James A., of Div. 23.

CROWELL, Bro. Horace E., of Div. 29.

DOWNEY, Bro. Michael, of Div. 42.

FLOCK, Bro. Sylvester R., of Div. 29.

GRAFF, Bro. John W., of Div. 124.

GOULDING, Bro. Chas. T., of Div. 43.

GAUTHIER, Bro. Edw., of Div. 23.

GUY, Bro. Ralph R., of Div. 31.

GRIER, Bro. Frank M., of Div. 8.

HAYNES, Bro. Robt. E., of Div. 111.

HUTCHISON, Bro. Dee C., of Div. 58.

HEATH, Bro. Earl F., of Div. 17.

JOHNSON, Bro. Lyman D., of Div. 42.

JOHNSON, Bro. Grover J., of Div. 19.

KNOTT, Bro. Wm. M., of Div. 53.

LECLAIRE, Bro. Chlo, of Div. 29.

LADDEN, Bro. John J., of the Grand Div.

MITCHELL, Bro. Carl W., of Div. 42.

MARIER, Bro. P. W., of Div. 12.

MURPHY, Bro. Jas. C., of Div. 31.
 MORFITT, Bro. Wm. H., of Div. 7.
 MOORE, Bro. L. C., of Div. 72.
 NELSON, Bro. Peter, of Div. 76.
 NEWHAM, Bro. J. C., of Div. 33.
 PACE, Bro. John H., of the Grand Div.
 PIEPER, Bro. Wm. H., Sr., of Div. 35.
 RAMSAY, Bro. Harry B., of Div. 17.
 RUPLEY, Bro. Frank, of Div. 17.
 RAESHKE, Bro. Walter A., of Div. 54.
 SHEPHERD, Bro. Joel J., of Div. 43.
 STEUART, Sister Margaret M., of Div. 140.
 SMITH, Bro. Herbert S., of Div. 41.
 SOHN, Sister Mary J., of Div. 54.
 SCHALLER, Bro. Pete, of Div. 72.
 STUMP, Bro. Samuel J., of Div. 54.
 WELLS, Bro. C. A., of Div. 22.
 YOUNG, Bro. John H., of Div. 61.

BAKER, mother of Bro. T. E., of Div. 8.
 BARRON, mother of Bro. T. F., of Div. 22.
 BROCKWAY, mother of Bro. V. E., of Div. 37.

BUSSE, mother of Bro. L. B., of Div. 6.
 HUFFINES, mother of Bro. S. B., of Div. 40.
 MEACHAM, mother of Bro. L. H., of Div. 19.

TATOM, mother of Bro. W. C., of Div. 88.

GILBERT, father of Bro. Geo., of Div. 7.
 MUDGE, father of Bro. A. C., of Div. 7.
 ST. DENIS, father of Bro. V. A., of Div. 7.
 TUTTLE, father of Bro. Morris H., of Div. 89.

KNOWLTON, wife of Bro. C. H., of Div. 8.
 ORAHOOD, wife of Bro. Charles, of Div. 33.
 SHUFFLEBARGER, wife of Bro. J. B., of Div. 58.

CHIARADIO, daughter of Bro. C., of Div. 8.
 KWAMER, daughter of Bro. E. H., of Div. 33.

DANLEY, son of Bro. Ross C., of Div. 28.

BEAUMIER, father-in-law of Bro. E., of Div. 7.

The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Bro. P. C. Minner, day operator St. Paul, Nebraska, U. P. R. R., wishes to trade positions with some operator on Colorado Division. Five years seniority.

R. P. F.—Everything is O. K. here. Will be glad to see or hear from you.

MAMMA.

Anyone knowing of an impression telegraph tape register, barrel spring, or weight machine, in good condition, that is not in use, please address as below, and confer a great favor on operator that lost his by fire in railroad station.

M. P. BILLINGS,
 N. Y., N. H. & H. R. R.,
 Raynham, Massachusetts.

Brother C. Duncan, operator, Church Buttes, Wyo., U. P. R. R., wishes to trade positions with some operator on Kansas or Colorado Division. For information write

C. DUNCAN,
 Granger, Wyo.

Address of Bro. W. M. Plumlee. Better known to his telegrapher friends as "Red." Have some important news for him.

WM. SUMMERS,
 Summers, Arkansas.

Anyone knowing the whereabouts of Dean B. Gaines, formerly Certificate 3793 in Division 2, dark brown eyes, fair complexion, light brown hair, kindly notify his aged mother, Mrs. B. F. Gaines, Box 213, Lewisville, Arkansas.

LOST OR STOLEN

Year 1922.

Name.	No.	Cert.	Div.
J. H. Romanell.....	5548	2414	35
S. F. Johnson.....	5098	3639	17
I. R. Ralston.....	5127	2952	33
C. E. Johnson.....	4275	332	6
A. B. Pepper.....	7739	3217	33
C. W. Hendrickson.....	7728	2362	35
R. S. Fogler.....	4310	2621	17
W. J. Cunningham.....	963	84	45
G. E. Corfe.....	406	486	76
R. Foote.....	3862	1607	7
J. P. Abney.....	88	14	88

Term Ending June 30, 1922.

Name.	No.	Cert.	Div.
G. A. Boschen.....	41572	145	125
D. W. Holtby.....	28336	1408	119
W. A. Clark.....	44273	1754	58
J. Albertine.....	46891	8055	17
J. M. Aldrich.....	23458	161	49
Hazel Vaughn.....	23286	2862	37
H. C. Olson.....	44827	3062	76
J. L. Schobert.....	26066	1113	76
G. E. Otten.....	48995	4786	61
A. J. Gordon.....	26309	2084	19
E. L. Johnson.....	37838	544	23
A. L. Vail.....	29126	1040	53
M. L. Courtney.....	29329	1342	26
L. F. Brown.....	40191	2188	61
A. W. Smith.....	42088	56	15
F. E. Hatmaker.....	28413	855	172
R. G. Gardner.....	16831	2561	37
John Henesh.....	16842	2900	37
O. W. Clowe.....	38857	538	8
E. P. Washington.....	50508	3320	31
M. J. Pape.....	49493	476	44
J. P. Morgan.....	48077	2496	59
J. J. Little.....	48734	2340	36
G. H. Harer.....	34004	316	33
J. P. Nolan.....	7046	95	32

J. A. Earnest.....	8789	2692	8
W. J. Fitzgerald.....	1035	847	44
A. H. Walker.....	48579	802	26
M. C. Rivers.....	42534	1367	28
J. V. Hosford.....	37494	2673	70
J. E. Rumfield.....	2252	2588	Grand
R. M. Gochenour.....	40940	3083	31
Hettie C. Johnson.....	41706	452	6
B. B. Sanderson.....	43266	1166	42

If any membership card above noted is presented to members of the Order, they must take same up and immediately forward to the undersigned.

Yours fraternally,



Grand Secretary and Treasurer.

CARD OF THANKS

The following desire to express their thanks to members of the O. R. T., who have so kindly aided, in various ways, those suffering loss of relatives and friends, or for kindnesses shown and services rendered during illness of those named:

	Div.
C. A. Stahl, Canajoharie, N. Y.....	8
Ross C. Danley, Ramsey, Minn.....	23
T. F. Barron, Fort Scott, Kan.....	22
T. E. and M. B. Baker, Barnes, N.Y....	8
V. E. Brockway, Aurora, Ill.....	37
J. H. and Mrs. Williams, Monticello, Ga.	46
O. E. Goodwin, Wagner, Mont.....	70
L. B. Busse, Marysville, Kan.....	6
H. P. Leet and sons, New Augusta, Ind. 3	



No. 1017 414

MAKING THE BLIND SEE

This is not a day of miracles, but every hour workers long blind are being made to see.

They have been blind to their own interest because they have been looking through the dark glasses of propaganda lies disseminated by their enemies.

There is absolutely no reason why any worker should longer be misled or ignorant of the situation that confronts him.

His own paper—

LABOR

PUBLISHED WITHOUT PROFIT BY THE SIXTEEN
ASSOCIATED ORGANIZATIONS OF
RAILWAY EMPLOYEES

Each week covers the world's news from the point of view of labor, picking out grains of truth from mountains of falsehood, interpreting events in the workers' interest, and giving its readers facts upon which they can rely.

It points out to the workers their best interests and is rapidly developing a state of mind that is going to completely transform this nation from one of privilege to one of free and equal opportunity to all.

You should be a regular reader of **LABOR**.

After you know it, you'll wonder how you have been getting along without it.

----- **TEAR OFF THIS COUPON** -----

LABOR,
Machinists' Building, Washington, D. C.

I realize the need of a press that is friendly to the workers, and desire to become a regular reader of **LABOR** and send herewith \$1.50, covering a year's subscription.

Name

Street and No.....

Town or City.....State.....

I am member of.....

Make money orders and checks payable to Treasurer, **LABOR**.



LADIES' AUXILIARY



WOMEN IN POLITICS.

By Kate E. Carr, Pres.

President Maud Wood Park of the Pan-American Conference of Women, whose session in Baltimore has just been concluded, observed that some people were inclined to say of the woman in politics: "You are all dressed up and nowhere to go."

There is a valuable thought in this rather foolish appearing statement. We must not allow our newly-gained function to be dashed upon the rocks of ignorance. Before setting out in a mad rush to establish a woman-made government, which we have neither precedent nor reason to believe would be better or more democratic than our present "man-made" government, let us pause and study the function of government. In order that electors may exercise their political power intelligently and effectively for good government, it is necessary for them to know the basic principles upon which all wise and sound government is founded; it is necessary to know and understand what are the proper functions and the limitations beyond which it cannot go without invading the rights and destroying the safeguards of free government. We must seek to establish justice between individuals and to maintain liberty—the liberty of every citizen in so far as his or her liberty does not fringe upon the rights and liberties of others.

The political field is a broad one, so wide, in fact, that we are liable in our eagerness to wander over the invisible boundary of politics into the domain of morals. We must learn to classify the

things we would accomplish and to designate carefully those measures to be accomplished by the political route from those that should be approached via education or moral suasion. An attempt to kill a moral issue with a political club is not only futile, but is contrary to the principles and functions of government.

Another precaution that we should take is to look for the "wolf in sheep's clothing" that is apt to be hidden in the most immaculate appearing bill. Take, for instance, the blanket "equality" measure which is being pushed in several states by individuals and some organizations supposed to be interested in legislation for women. The "equality" law would declare that women are the equal of men socially and economically, and should be subjected to the same laws and rules as are the men.

Women who have been the hardest workers in welfare legislation for women in industry see in this move the destruction of the minimum wage, maximum hours, factory inspection and similar legislation intended to protect women workers, which have been secured and maintained in a number of our States after most bitter struggles by labor adherents.

Let us watch our steps, lest it shall truthfully be said: "We are all dressed up, but no place to go."

NOTES.

The latest addition to our Auxiliary family, Local 37, is developing into a most sprightly infant. Although organ-

ized but a short time, they report two new members.

Local 44 is again at the top of the column with all dues paid to the end of the year.

Our genial vice-president, Ellsworth, of Kildeer, N. D., who has been seriously ill for some time, is now in Baltimore at the home of her mother, Sister Ritter, where she hopes to entirely recuperate.

Have you paid your dues; if not, why not? Have a few members with dues paid to 1924, and there's always room for one more name on the list.

Our Grand Secretary-Treasurer, Clara J. Brady of Warren, R. I., has some most beautiful local charters which she will sell for one dollar each. Write for description and details.

WHY WAGES ARE CUT.

By Margaret Howard in "Maintenance of Way Journal."

Do you know why wages are cut when they are already too low to buy a living for the workers and their families? There may be other reasons, but it has occurred to me that we might be able to help if we understand some of the reasons ourselves. The first big reason, of course, is because the managers of the roads feel that the workers' can be forced to accept a reduction in wages because there are so many of them who are not members of the union.

Then we must remember the men who hold official positions and who cut the wages are only obeying orders from those who are higher in authority than they are. The real employer is a corporation, and it has been said corporations have no soul. But an important reason with railroad workers is that when the Railroad Labor Board holds a hearing on the matter of wage reductions its members seem to forget that they are dealing with the lives of human beings. If an organization is strong enough to cause serious trouble, if it does not get something near what it wants it gets more consideration than one that is not so strong. We know that is true no matter what others may say about it. But the

Wage Board does not seem to be able to see, or picture in their minds, the conditions the families of railroad workers must live under when they set wages at \$3 a day or less. They seem to be much more interested in the story told by the men who represent the managers as to how they can not run the roads and make money unless the wages are cut.

If there was some way of letting the members of the Wage Board know that trackmen and their families have to live in dilapidated box cars fixed up for houses, pick coal along the track for fuel, and many of the children go without shoes or warm clothing because of the low wages paid to the husband and father it is possible they are human enough to realize what low wages mean.

Of course, the representatives of the Brotherhood impress these things upon the Board when they present the workers' side of the case, but the Board seems to be so busy thinking about profits for the company, and what it costs to run the road, and the chance for the managers to borrow money or sell stock that the Board members do not seem to realize the truth of the things they say or just what it means to women and little children.

UNFAIR DECISION.

The Executive Council of the California State Federation of Labor urges trade unionists throughout the state to hold mass meetings against women's wage reductions by the State Industrial Welfare Commission.

The trade unionists blame Mrs. Katherine Edson, a member, and also the executive officer of the commission, who, the workers declare, "was determined to reduce the existing minimum of wage earning women in California from \$16 to \$15 a week."

The wage cut will not take effect for 60 days. This will give unionists ample time to arrange for protests "against a \$15 budget for working women fostered by a "social worker" who regularly draws \$60 a week from the state treasury."



When a Good Old Friend Drops In.

Never thought much of the social fluff,
 Never cared much for the climber stuff.
 Don't think the editors ever see
 Any society news in me.
 As for "At Homes" and stand-up teas,
 They give me a wobble around the knees.
 Nobody ever heard me cry
 Because the Four Hundred passed me by.
 But Jiminy whiz! how I do grin
 When a good, old friend

drops
 in.

Got no prejudice very much
 Against millionaires and dukes, as such;
 Willing to take them for what they are
 And quote them along with the rest—at par;
 Then, on the other hand, I don't slight
 A man, just because his nails are white.
 I'm some like the fellow was, you know,
 Who had friends above and friends below.
 But say, my soul jumps out of my skin,
 When a good, old friend

drops
 in.

Put on a plate and draw a chair
 Up to the table anywhere;
 Plump his name right into the pot!
 Give him the best of feed we've got,
 (Seasoned with friendship through and
 through,

Like the onion flavor in Irish stew!)
 And after potatoes and prunes and pie,
 Ask him whether he'll wash—or dry!
 Make him feel like he's most a twin,
 When a good, old friend

drops
 in.

And maybe it's like that, by and by,
 Say, when a fellow comes to die.
 Maybe the others, all around,
 Tucked in the snug, old burying ground,
 Maybe their skeletons sort of grin,
 When the old black hearse comes rattling
 in;

Maybe, soon as the coast is clear,
 Maybe they slip him a word of cheer,
 With a "Howdedo!" and "Where've you
 been?"

When a good, old friend

drops
 in.

—EDMUND VANCE COOKE.

Song of Labor.

Come, listen, my wage-earning brother.
 And learn why your troubles endure;
 Don't think that kind Nature, your mother,
 Intends such as you to be poor.

On you lies the fault, if there's any;
 Don't blame men like Morgan or Gould;
 For how can the few rule the many
 If the many refuse to be ruled?

As long as you kneel you'll be flouted;
 As long as you're meek you'll meet scorn;
 As long as you fear, you'll be routed;
 As long as you yield, you'll be shorn.

Through ups and through downs stand to-
 gether;
 Be true to your leaders, like men;
 When you're beaten don't show the white
 feather,
 But rally for battle again.

Don't build up a schemer's ambition;
 Don't put a good man on the shelf;
 Don't give to a base politician
 The vote you might cast for yourself.

March forward with purposes blended;
 And better be safe than too fast;
 Some day the long strife will be ended,
 A unionized nation at last.

—HERBERT CASSON.

The Statesman.

The statesman throws his shoulders back
 and straightens out his tie,
 And says, "My friends, unless it rains the
 weather will be dry."

And when this thought into our brains has
 percolated through,
 We common people nod our heads and loudly
 cry. "How true!"

The statesman waxes stern and warm, his
 drone becomes a roar,
 He yells, "I say to you, my friends, that two
 and two make four!"

And thereupon our doubts dissolve, our fears
 are put to rout,
 And we agree that here's a man who knows
 what he's about.

—Quoted by *The Christian Advocate*, New
 York.

The Ham.

He comes into the office from nobody knows where,
Without an introduction, but why should he care;
Pulls off his coat and hat and sits in the agent's chair,
And from his pill inhales some smoke to purify the air;
A letter from the chief he holds to present to Mr. Agent,
In the politest way he can, saying he was sent there to act as—The Ham.

A couple days have passed away—he knows the force from A to Z,
And says to himself: "This job suits me."
He makes change from the money drawer that's in the operator's care,
And sells tickets to the ladies, then brushes back his hair;
He doesn't care when the check is made if it happens to come out short,
For he knows the "Op's" a sport, and wouldn't lay such a trifle
On the head of—The Ham.

He pounds on the brass and turns at the screws
To adjust the sound and rattling and the key so he can use.
The operator's busy and of sudden comes a call
Which says: "I want your 89 and you're now behind them all."
Which the operator succeeds in sending after readjusting all the screws.
Next, the dispatcher calls and you have to stand to the fone;
He starts out with an order, hardly giving you time to think;
You reach for an order blank and over goes the ink.
The instrument's going "clickety click" and you can hardly hear;
Then you reach for your chair and finally succeed in getting it after pulling Ham by the ear.
You break the dispatcher and he crabs for a farewell,
And you sit there like an innocent dove and take the blame
Which really should go to—The Ham.

You ask him to work the train when you're as busy as can be,
Or ask him to bring in some coal which is for your good as well as he;
But he won't turn a hand and says: "Why ask such foolish things of me
When I was sent here as—The Ham?"

CERT. 466.

The Second Trick Operator.

With a lamp as my light here I am,
Thinking to quit or work like a man;
I often get up and walk across the floor,
Thinking things over as I have before.

I work eight hours a day—the best part, too.
When midnight comes what else can I do?
Just blow out the lights and call it a day;
Tomorrow, another day, is a few hours away.

I am just an extra, trying to get by;
But a regular job I have not, no matter how I try.

I have done a little booming and still on the go,
And should you look on the seniority list,
I'm below.

I take a few minutes now and then consulting a guide;
For any sunshiny day will find me taking a ride.

The weather is cool and I have to stay;
But soon the robins will be flying my way.

My coal is all gone and my lamp burning low;

I just looked outside and can't see a Bo;
So will have to get coal to keep my stove going;

Take it from me, outside it surely is snowing.

I know there's a lot more like me,
Just thinking to stay or to leave;
A second trick operator does not get his share,

While others enjoy time he can't spare.

His friends go driving by, shouting "Hello!"
And repeat the words is all he can do;
Almost certainly the DI would not let him go,
So that is the way he lives each day through.

DI said he called me thirty mins other night;
I was busy selling tickets and other junk;
I said I was busy, and busy is right,
For I was outside checking a trunk.

Number 1 pulled in and out; 31 went by,
And when I OSD them DI flew sky high;
Says, "Where have you been all of the time,
As I sure did want 31 for a 9?"

I told him all about it in words very plain,
But my words and truth were in vain;
It done no good, for a letter I received,
Tho the chief did not seem to be much peeved.

My head wants to stay, but my feet move on;
Should things not pick up I'll not be here long;

Should I leave I know it would cause no sorrow,

But I will quit today with hopes for the morrow.

CERT. 937, Div. 5.



SMILEPOSTS



Catching.

"Sake, Moike, an' did yez know Pat has th' noomonla?"

"Oi did not. Sure, an' where th' divil did he get it?"

"Worrakin' in an 'open shop'."

Had Looked 'Em Over.

Mr. Baggs—"I hear you have got engaged to my son, Miss Smythe. I think you might have seen me first."

His Stenographer—"I did. But I preferred Harold."

Fizziology.

"Name two large joints," said the teacher of the class in physiology.

"Mike's and the Dutchman's," replied the sophisticated pupil. "Only prohibition's put them both on the blink."

Hooch.

This inquisitive subscriber of Wharton desires to know why whisky is called hootch. The answer is, it is not. Whisky is an alcoholic distillation. Hootch is a compound of hellfire, camphire and mule-heel."

A Sure Test.

Two gentlemen of color were discussing the difference between hootch and liquor, but could not arrive at a conclusion. They, therefore, left it up to a mutual friend. "If you live, it's liquor," said the friend.

Keeping Time.

"Gladys," said her mother, "you stood on the porch quite a while with that young man last night."

"Why, mother," replied Gladys, "I only stood there for a second."

"Yes," said mother, "but I'm sure I heard the third and the fourth."

A Record.

A Chinese, fighting for citizenship in Chicago, declares he was born in San Francisco, but admits that his parents never left China. This is believed to be one of the most absent-minded tricks the stork ever played.

Obliging.

Passenger—"What makes the train run so slow?"

Irate Conductor—"If you don't like it you can get off and walk."

Passenger—"I would, only I am not expected until train time."

A Quick Answer.

An English militant crusader strolled into a barn when a young man was milking a cow. With a snort she asked: "How is it that you are not at the front, young man?"

"Because, ma'am," answered the milk-er, "there ain't no milk at that end."

Diogenes in Town.

Diogenes was peering about the by-ways of New York. In his hand he bore a lamp.

"What are you looking for now—an honest man?" he was asked.

"No," answered Diogenes. "I've lost a prescription."

Wait For It.

"Now, doctor," said the convalescent patient, "all I need is something to stir me up—to put me in fighting trim. Did you put something like that in this prescription?"

"No-o," answered the physician with some hesitation, "but wait until you get the bill. You will find it there."

Did Not Care.

An editor received a communication from the Black Hand which threatened that if he did not leave \$5,000 at a certain place on a certain night, the Black Hand would steal his mother-in-law. He replied:

"I haven't got the five thousand dollars, but I sympathize with your movement."

She Learned Something.

"So you've been around the world?" asked the young housewife.

"Yes, mum," said the applicant for broken victuals. "I went around on a tramp steamer."

"Dear me! I didn't know there were steamers that made a specialty of catering to tramps!"

The Hunt.

The scene was a barber shop the front of which was so arranged that passers by could see what was taking place. A small boy approached, and observed the process of haircutting with some interest. The singeing of a customer surprised the lad, who called to his chum, "Hey, Charley, they're looking for 'em with a light now."

A Warning.

A new foreman on a big contract began to watch two of the best men on the job as they worked. They stood it for a long while. Then one of them said:

"I say, boss, can you play checkers?"

"I can," replied the overseer.

"Then," said the worker, "if you don't move quickly you'll lose two of your best men."

Just Prudent.

The day before Mandy was to be married she took the few dollars she had saved to her boss, and asked him to keep them.

"Mandy," he asked, "why don't you keep your money? You're going to be married tomorrow."

Mandy replied: "Lord bless yo, boss! I ain't gwine tuh trust dat money in de house wid no strange nigger!"

The Legal View.

A lawyer advised his client to plead guilty and go to the penitentiary. "You'll have plenty to eat there, with clothes and lodging. You can sleep nights instead of roving around in the dark to find an unlocked stable. The only drawback about the penitentiary is that sentiment is against it, but what is sentiment to a man who steals horses for a living?"

Some Push.

There was a great stampede for the street car. A man was pushed off the step, and he and his son failed to secure places.

"Did God see the man that pushed us off?" asked the little boy.

"Of course, He did."

"And will He punish him?"

"He has punished him, sonny."

"Already, father?"

"Yes, I've got his watch."

A Code Message.

An old farmer visiting the city handed the clerk a telegram to be sent consisting of the address and eight vertical strokes.

"But surely you are not going to send this," said the clerk.

"Now that's all right, miss," said the old fellow. "If them strokes come out the same at t'other end, my missus 'll know as I shall be home at 8 o'clock. Her can't read or write, but her can count, so just see as you puts the proper strokes in."

Lots More of Them.

Here is the original of all the mother-in-law stories in the world:

As Mr. Caveman was gnawing at a bone in his cave one morning, Mrs. Caveman rushed in and said, "Quick! Get your club! Oh, quick!"

"What's the matter?" growled Mr. Caveman.

"Sabre-toothed tiger chasing mother!" gasped his wife.

Mr. Caveman uttered an expression of annoyance. "And what the deuce," he asked, "do I care what happens to a sabre-toothed tiger?"



PROMOTION.

The *Wee Jig*, in the March number, comments on my article under the above heading in the January number, proposing an Examination Board under the jurisdiction of the Order of Railroad Telegraphers.

I believe such a program as I outlined does not meet approval and realize the criticism is justly due. However, I will make another suggestion to cover the subject of Promotion and Fitness, for there has been considerable discussion of the latter subject in these columns from time to time.

Let us petition Congress to enact a law requiring:

All train dispatchers, operators and those having to do with the movement of trains by telegraph and telephone hereafter employed by any common carrier to have passed a Civil Service examination, and to be in possession of a certificate or license of proficiency for the position employed for.

That all employes in the previously named occupations in the service of common carriers on the effective date of the law be required to pass such an examination within one year from the effective date of the law.

That after one year from the effective date of the law all the employes mentioned shall have on display in the offices where employed their certificate or license showing their rating and classification. That any such employes not having license or certificate at the expiration of the year shall be dropped from the service on that date.

The I. C. C. can prescribe the qualifications required and the form of the examinations. Certain values to be given experience, knowledge, etc., as is the present custom in Civil Service examinations, and possibly the I. C. C. can handle the examinations without any connection with the present Civil Service in any way.

In my opinion three grades of proficiency should be established in each class for which examinations are held; then salary ratings should be arranged to correspond to the grade attained by the applicant in the examination.

This will give the ambitious a chance to forge ahead of the sluggard. The experienced and qualified employe a better rate of pay than the beginner and student. Incidentally, it would be a good idea to incorporate in the law a higher age limit for the employe, fit and qualified, but at present barred by individual railroad rules.

Is this the opportunity you desire, brother? If so, right now is a good time to write and post your approval.

CERT. 526.

HOME FOR AGED TELEGRAPHERS.

The writer hereof has observed, followed and participated in a small way in the gradual rise in importance and effectiveness of all railroad labor organizations during the past thirty years, and particularly that of the Order of Railroad Telegraphers, of which he has now been a member some 28 years, 25 of which will soon be consecutive.

He has watched and studied their growth and advancement from the early days of education in the value and importance of the collective bargaining principle down to the present days. Eternal vigilance is the price of liberty.

He has seen and passed through the halcyon days of optimistic youth—its hopes, its aspirations, its thoughtlessness—and has with a great many others at the age of maturity thought of the future.

In checking up the records of the several railroad organizations and especially that of the Order of Railroad Telegraphers by reason of a long membership therein, one finds many things to be proud of from labor's standpoint. Some mistakes, some errors, some failures, but as a whole, steady advancement in the betterment of the condition of its members.

There has been, however, in my opinion one mistake, or, rather, failure to act on the part of all railroad organizations, and that is their failure to establish a home for old and needy members. The Masons, the Odd Fellows, the Elks and other fraternal organizations have their homes. Why not the railroad organizations? Why not the Telegraphers?

Thirty years ago there were but few old and needy Telegraphers. Loss of position to one sixty years or better meant nothing then but a change in location, but today with the age limit it means something to your 60-year-old today.

I have no personal knowledge of any old Telegrapher in this broad land of ours in need of a home and care, but I presume there are some, and if not, there will be as time goes by.

I have given this matter considerable thought, and it is my humble opinion that the Order of Railroad Telegraphers should establish and maintain an old age home for its members, and this article is written for the sole purpose of ascertaining the opinion of the members on the matter.

I have a plan whereby a home can be built and established, a beautiful old age home and one that will be entirely self-

supporting within itself. My address is 2618 Ellendale street, Los Angeles, Calif., and I would very much like to correspond with Telegraphers on the subject.

Fraternally,

P. M. ABBOTT.

TWO OPINIONS.

It is my opinion that all articles written for publication should be signed by the writer's full name and address. Any one writing an article for publication should be willing to have it printed over their signature.

One more opinion, it is my understanding that special arrangements have been made whereby all Conductors and Engineers are subscribers to our weekly, *Labor*. Could we not make similar plans? Surely the benefits derived would be worth the price.

G. H. JORDAN.

Raleigh, N. C.

PROPAGANDA AND ITS VALUE.

It is the opinion of this writer that propaganda, when spread in the right manner, will put over anything. The Bolsheviks ruined the German Eastern armies by propaganda. Look what propaganda did to the recent contemplated strike of railroad men.

Propaganda is nothing more than "advertising par excellence." What housewife is it that doesn't know the goods bearing the trade mark, "Haan't scratched yet?" You know that the Baltimore and Ohio Railroad is the most ancient—but do you know that the largest railway system in the world is not in the United States? All this is the result of this same advertising par excellence.

Now the very same pen pusher that writes these ads or dictates them is the propaganda artist when somebody wants to put one over on some Labor Union. They all have different ways and all disagree, but the motive is the same in every case.

I have in mind a certain railroad that for nearly twenty years has fought the

Order of Railroad Telegraphers tooth and toe nail, and in that length of time they have ushered into the ranks of the telegraphers quite a few that are last word as far as nickel squeezers are concerned—they carry no cards and never will, not because this organization ever did them any wrong, but because they never made a decent wage before the advent of the Order of Railroad Telegraphers, and now since they are getting it they propose to keep it. Each one has his or her pet reason of why they carry no card, and those reasons—say, you should hear them. The company knows they are their greatest asset, and, therefore, expects them to help spread this deadly propaganda, and they never fail to live up to the company's expectations.

A bulletin was recently posted on the bulletin boards of the relay telegraph offices of this road telling the slaves in part—“that—on account of the Labor Board's Decision Number — (and gave the number) the company would discontinue allowing said slaves a twenty minute lunch period, etc.—”

This is absolutely an insult to the craft, not because they were deprived of the twenty minutes to throw down the hot dog, but because of the assumption on the part of the company in question that the telegraph operators would fall for such cheap propaganda.

Every member of this craft, however ignorant he may be, is fully aware of the fact that there has not been a decision handed down since the appearance of that famous General Order 27 where any railroad company was ever deprived of the right to raise an operator's pay or lower his hours. Nevertheless there will be plenty of those who will wave this bulletin in the air and shout “see what you got by monkeying with the O. R. T.”? And they actually believe it, too. These are the men I spoke of above, those assets of the company.

I know an operator who in 1915 was getting 95 beans a month for nine hours work—overtime pro rata, and who now is getting close to one hundred and eighty dollars a month working eight

consecutive hours a day, who raves about what this organization has not done. But he never fails to turn in his overtime slips and howl if he doesn't get his share of said time and a half.

Boys, watch your step. The Order of Railroad Telegraphers is your only salvation. Don't sit around paralyzing your jaws bemoaning what some letter said that some petty official of this organization sent you. Get in the game. It costs money to keep up committees on duty ever ready to fight a contemplated cut in pay. Are you going to let us up-to-date members forever and eternally fight a fight alone that is just as much yours as ours? How can you step up to the pay window and draw down money, over forty-five per cent of which you made as a result of a fight we up-to-date members made? Do you realize that 33 1-3 per cent of every overtime slip you turn in is money you will draw as a result of long drawn out committee work, hours of arguing, months and years of waiting, that we have shouldered? And then—

When you finally come to *your proper understanding* you will be confronted with this merciless propaganda, such as I have quoted above, and I sincerely hope you will be wise enough to catch the great idea—that is, to slowly “propagandize” us, is to slowly destroy us.

If the contract we have is being violated and is not rectified as quick as you think it should be, please remember that we are a very young division, and that it takes years of ceaseless effort on the part of a well organized division to get what we want or even a semblance of what we want.

I once heard an operator, a seemingly intelligent man, complain, “Here we are getting so and so, and there's the S. P. getting eighteen cents more an hour than we are, what good does the O. R. T. do us anyway,” Can you beat it? That same fellow could give you the statistics from A to Z on prize fighting, though, not from actual contact with leather, but from what he had read.

He thought I was crazy when I tried to tell him the O. R. T. boys had been

twenty years getting what they have on the S. P., and we were only four or five years old in the O. R. T. Also I pointed out that it was the O. R. T. that had gotten those wages on the S. P.

Get in the game. The price of your dues are the price of your shoes, or less, and just as necessary. Don't be a nickel pincher. And after you are with us beware of the deadliest weapon your employer has—propaganda.

CERT. 0411, Div. 61.

REMOVE AGE LIMIT.

I wish to say "hurrah" to Cert. 774 in March number. Remove the age limit and insert mental ability in our schedules. All lines will be negotiating for new schedules now, since the wage board has adopted our working conditions, and let all local and general chairmen erase age limit. Why should a railroad have an age limit when there is none for Presidents of the United States? Neither is there an age limit for the executives of our big railroads. You will find more presidents of railroads past the age of three score than you will of two score. Get busy, local and general chairmen, at once.

CERT. 506.

HEALTH AND ACCIDENT INSURANCE

The writer has noted with interest the various articles that have appeared from time to time relative to the O. R. T. having a department devoted to handling of Health and Accident Insurance.

I believe this is a matter that is of vital importance to our organization. I have been a member of the Illinois Commercial Men's Association for a number of years. This is an association devoted entirely to the handling of health and accident insurance at actual cost to the members, there being no fraternal features connected with the organization.

The cost of becoming a member of either the Health or Accident Department is \$2.00, or \$4.00 for both departments. The original sum also pays the cost of insurance for about three months.

Assessments are levied from time to

time to defray expenses, usually being \$2.00 each, but not to exceed \$3.00 each. Cost averages from \$7.00 to \$9.00 per year for the Accident Department, and from \$9.00 to \$11.00 per year for the Health Department, but has never exceeded these figures. Membership may be carried in either department alone, or in both departments as desired. A recent ruling of the Board of Directors also permits the carrying of two policies in the Accident Department, which would provide double benefits.

I am firmly convinced the Order of Railroad Telegraphers could establish a similar department and handle in connection with the M. B. D. with little additional cost outside of necessary clerical help required to handle.

If interested call this to the attention of your local and general chairman and request their support of such a move at the next convention.

Fraternally Yours,

C. O. ROBERTS.

ANOTHER PROTESTS.

Having received notice that my copy had been received, naturally I expected to see it in the March TELEGRAPHER, but no, as usual, it was conspicuous by its absence.

I am heartily of the opinion of "A. C." of the Atlantic Coast Line Div. 15. He asks the question, How many of the brothers are in favor of the present way the TELEGRAPHER is printed? I, for one, am bitterly opposed to it, and desire a change at the earliest possible moment.

I have always been of the opinion that the TELEGRAPHER was our organ; that we could talk to one another through it, thrash out misunderstandings, etc., but nay, it seems that nothing of a personal nature whatever ever misses the waste basket nowadays.

This is the third attempt that I have made in as many months to get something in it, with Division 59 at the top, but have on each occasion been mistaken.

If the TELEGRAPHER is being run for advertising profit, and that alone, why

not permit the men who pay their dues to keep it going to solicit subscriptions on a commission basis, and help them pay their dues in that way?

Some of the matter is all right, but if a little less attention was paid to some of the fake advertising that gets into it, there would be more room for the men who support it, to have a say now and then.

One of the most important features to my way of thinking has been dropped entirely. That is the directory of the General Chairmen and S. & T.'s that formerly appeared in the back. Now, should we want to address one of these brothers we would have a time getting his address, and maybe by the time we did get it, there would be a new man elected with a different address, and our letter would probably be returned to us.

I can remember when the TELEGRAPHER was just like a letter from home. Pick up and find all about our old friend that we had met in our booming around; now, unless one dies, gets married or had an increase in the family, his name never gets in the write-ups at all.

I say emphatically, back to the old regime, and do it just as quick as possible. We get a lot of the stuff in the daily papers that we find in the write-ups now if you happen to be in the vicinity of the correspondent, and no one enjoys reading statistics unless he is in that line of business.

"A. C." has the right idea, and I believe we should get together and make a change at our next biennial convention, and I will use my influence with the delegate from this neck of the woods to vote against it.

Take a slant at the note beginning of the Fraternal pages. You will think it a crime if something besides a little dope the grand officers want to impart for a man to get anything in the TELEGRAPHER.

Then back up to page 235 of the March number and read the editor's note on that page. Instructions for those who write, etc. It is a well known fact that the average telegrapher is not an author, or else he wouldn't be in this

kind of business. I can usually get my system clear of what I want to say, even though it is not altogether as grammatically put, as W. J. Bryan, or Daniel Webster would put it, but it is understandable to a telegraph operator after he has floated around over the country and read some of the stuff that he must in order to hold his job.

I have been appointed correspondent for this division, but if I have to get a politician to write my stuff and then confine it between margins on either side, three inches from the top, and on the reverse side of the paper, I tender my resignation, and those who wish to bid on it may exercise their seniority immediately.

The instructions near the bottom of this editor's note seem to me rather personal for a hired man to spring, but may be his job is safer than mine and he can say things and get by with them, that I dare not say.

This may bring condemnation upon me, and no doubt I will be censured for writing what I fully believe 75 per cent of the membership really thinks, but I want it to be known, that I still believe the TELEGRAPHER is ours; that it belongs to the men who carry up-to-date cards, and I am one of them and have been one for many moons, and the delegates that voted for this change in the TELEGRAPHER were hoodwinked into it in my opinion.

D. G. WILLIAMS, Div. 59.

THE AGE LIMIT.

I am pleased at the belated interest shown in our March number on the subject of the age limit. I congratulate Mr. Richard on his enterprise, while the article by Cert. 774 commands my unstinted admiration. Coming, as it seems, from a younger member, it is very generous, and withal the product of a well poised heart and mind.

Everyone likes a young man. I know of no exceptions to this statement, and so we can let their interests rest with the assurance that they will always have their opportunity when there is oppor-

tunity to be had, and the youth is reasonably competent. With the older men it is different. The world smiles upon youth and will overlook numerous errors, but at first glimpse of gray hairs the countenance of this same good old world assumes a sterner expression, and this under the more favorable circumstances, while those less fortunate will face unemployment or suffer indignities in greater or less degree. These conditions cannot be eliminated, but they certainly should be modified as far as doing away with the age limit will accomplish it. An age limit is the most burningly unjust thing that I know of, and it is my opinion that anyone who will apply an age limit should himself be deprived of the means of sustenance. In arguing for the removal of the age limit, I would not have any man retained after he is incompetent in any way. As an organization, we aim for efficiency and this should be strictly maintained. But I am sure no efficiency would be sacrificed in removing the age limit. It is true that numbers of fine, faithful "old dogs" were literally worn out under old conditions, but it is also true that there is left at the present time a fine, large army of veterans, employed and unemployed, around the age limit and past, who are among the finest in the business. Perhaps not fully up to what they have been in every respect, yet all can recall different periods in their younger experience when they were considerably less efficient.

I fully believe in seniority as at present applied. It rewards the men for faithful service, and I believe it is even a greater benefit to the roads in holding men. At the same time I do not believe it always best to spend one's whole life on one road. No doubt it works to our advantage in some instances, and in others to our disadvantage. Let us assume, then, that the man is not to be censured for making an occasional change, and in case fortune should chance not to attend the change, let us continue to withhold judgment. You may contend that a person working faithfully should be independent

financially by the time the age limit is reached, but there are numerous reasons why this desired end is not always attained. These reasons, in fact, are so numerous that an attempt to enumerate them would be time wasted. You suggest that we might do other work, but how can we hope to be successful in a new line if we are unsuitable in the line we have always followed? The proposition is not so easy. And again, if employers we have spent the best years of our life with, will not give us a chance, what can we expect from strangers? I believe I voice the sentiments of a goodly number of efficient old timers when I say that we ask no favors of anyone, but in the name of justice demand a square deal.

The politics of any country should be molded in the best interests of the majority of its people, and, likewise, the policy of any organization should aim to serve the majority of its members. If I thought endorsement of this cause would prove an impediment to the general progress of the order I would remain silent . . . not only do I think no burden would be added, but believe that espousing so righteous a cause must actually add to our strength. No doubt there would be persistent opposition from the large (heartless) corporations, but at that, most officials would personally respect us and the public would be with us.

CERT. 139.

ONE BORN EVERY MINUTE.

P. T. Barnum, the old-time show man, who could pull more raw stuff than any in the business, once said, "There is a sucker born every minute." When asked for further explanation as to what was a sucker, he said: "Those whose digestive organs are superior to their thinking apparatus." In our industrial life they are measured by thousands, and this is responsible for the worker being governmentally shackled and industrially sandbagged.

One who never comes to a meeting.

One who comes occasionally and always with a kick for an officer.

One who knows how things should be done, but will never accept the job of doing it.

One who becomes delinquent and thinks he saves money by it.

One who will join if they run it his way.

One who will never join, but never offers another defensive plan.

One who has the hands of a worker, but thoughts of a banker.

One who is always talking of wages on the fodder basis.

One who is content if he has what the chattel slave always had—work.

One who mournfully says, "It always was and always will be?"

One who snarls at wage reductions, and ignores his strike ballot.

One who grasps at corporate paternalism and thinks employers are paying for it.

One who believes everything he sees in the newspapers.

One who will talk on everything but his industrial welfare.

One who lives close to Poverty Row and boasts of "our" wealthy nation.

One who inherited his politics from his father and grandfather.

One who always votes a party label and boasts about it.

One who votes Republican in memory of Abraham Lincoln.

One who votes Democrat because Andrew Jackson was one.

One who does not register and loses his vote.

One who wanted a change (at last election) and got it.

One who injects creedal disputes in his political actions.

One who hears that Labor and Capital are equal before the law, and believes it.

One who votes to place corporation lawyers on the bench, and expects justice.

One who will struggle in the industrial field 364 days of the year, and destroy it in the election booth on the 365th.

One who will not think.

CERT. 10, Div. 17.

ON THE INDUSTRIAL CHECKER-BOARD.

Passing industrialism throws many things to the surface. New problems are facing the worker every day. Among them is one that can be classed under the headline of "*plans*."

Plans have occupied the stage since the first man discovered that he could ignore the command, "By the sweat of thy brow thou shalt eat," and substitute, "By the sweat of another's brow I shall eat." There were plans in the days of chattel slavery, there were plans in the days of serfdom, and there are plans aplenty today not so much to improve the status of the wage earner, but to offset growing organization among the workers. We have the Rockefeller, Gary, Mitten, Atterbury, Stotsbury, Proctor & Gamble, Stetson, and many more. They have lately sprung up like toadstools, and all with same object in view—destruction of legitimate trades unionism, and collective bargaining through them.

Primarily they are based on what is termed "Benevolent Employers." In their own estimation they are all benevolent employers. No person has yet seen one who will plead guilty to being a malevolent one. Benevolent employers are as plenty as the "Greatest Shows on Earth," and one about as benevolent as the other is great. Plans never make their appearance only when economic forces drive workers into groups, and should they disappear in some particular locality the plan always automatically disappears with them. Corporate and trustified business industry is always run on business principles, by business men, and that is, make it pay, by buying low and selling high. And all so-called plans are but a part of profit-making industry. In the law of "cause and effect," plans is the effect. The cause is in the existence of marching onward, Trades Unions.

Deflation is another nice high-sounding name for wage reductions. It is easier applied when called deflation. The intelligent people of the United

States a little over a year ago elected an intelligent personage to the presidency, who is always talking of going back. The slogan is almost set to music, "Back to Normalcy" and deflation (of the deflated) is a part of the crawfish program advocated by this intelligent President of this intelligent people. Had the wise leaders of the world's progress who lived and died in the long ago advocated this intelligent doctrine, we would still be back to where Darwin says we evolved from—intelligent baboons. Going back to yesterday, something we can't do, even if we desired to. If we keep on electing such and supplying them with industrial advisers to megaphone "Back to Normalcy," then it will only be a few generations until we again land back to the "Stone Age." Our present lawmakers are long on politics, and very short on economic evolution, when they try to stem the forward tide by governmental edict.

The most mournful feature of deflation is that it applies only to the already very much deflated, and the industrial-political deflaters never show a desire to deflate themselves. It leads us to believe they are Biblical students and have read Mathew 25th chapter, 29th verse.

"For unto every one that hath shall be given, and he shall have abundance, but from him that hath not shall be taken away even that which he hath."

And they are determined to carry it out. If we must deflate, suppose we start at our Chief Executive, who seems to be looking out of the back of his head, come down through the Cabinet, Senators, Supreme (and those who are not so supreme) Judges, Congressmen, bankers, corporate executives, high-paid trust attorneys, and then come with clean hands and talk deflation to those who have naught to deflate.

But like Mark Twain once said: "They will come with their pockets full of boodle, and their mouth full of pious hypocrisies." There never was a time within my memory when the great masses of workers faced conditions they are facing today. It is only when you

turn back the pages of history can you find a parallel in Morgan's Ancient Lowly to fit the present. Once more referring to that ancient book (the Bible), Exodus 17th chapter, 8th verse, we find the Children of Israel in death struggle with Amaleck, and while Moses held his hands up the tide of battle turned to the hosts he lead, but when his hands dropped they failed, and his followers took turns holding them up. The lesson of this ancient story is necessary today. Just as long as the great legions of workers buckle on their armor and hold up the hands of their chosen leaders, the financial and industrial Amalecks of today will never be able to defeat them. The two arms to hold up are the industrial and political. It will never suffice to uphold one and permit the other to drop. It has only taken one year of normalcy to drive this truth home. The American people have handed over their government to corporate and trustified power. Gary and the financial kings are in power by proxy. The Constitution is nothing between friends. Laws are made to strangle justice, and the workers are the victims. It is time to raise both arms.

MACK.

WAGE EARNERS' PERSONALITY.

The industrial system which ruled in all countries until the close of the great war, was based upon a materialist philosophy and upon the brutal doctrine of the Manchester School of Political Economy. It was bound to go down to defeat in the new social order now arising. In that system the wage earner was regarded as a commodity. He was considered a slave of the machine. He was merely a cog in the wheel of industry.

But now all this has changed. Perhaps there has even been a swing of the pendulum too far in the opposite direction. For some captains of industry complain that the wage earner, or at least the labor union, is becoming overbearing. But the fact is that the fate of unrestrained individualism, which

was the wretched offspring of the industrial revolution of the last two decades of the 18th century, is sealed. The wage earners now clamor for a voice in the management of industry. They want their employers to recognize them as human beings, not as parts of a machine.

Most of the so-called "reconstruction programs" issued since 1914, for instance, that of the British Labor Party, that of the four Bishops speaking on behalf of the National Catholic Welfare Council; of the Federal Council of Churches, and that of the American Federation of Labor, defend labor unions, collective bargaining, the closed shop, profit sharing, the minimum wage, co-operative societies and co-partnership of wage earners in management of industries.

All these concessions tend to the "democratization of industry." As a well-known authority on industrial conditions has said: "Labor is often unconscious of its own goal, but co-operative, democratic control of industry, is undoubtedly that goal."

The industrial evils which are so boldly attacked by many students of industry today, have a common source. This is the materialist philosophy which gained so much headway during the 19th century. Ever since Adam Smith published his "Wealth of Nations" in 1776, a book which became the foundation of the science of political economy, that philosophy ruled in industry. The laboring man was practically regarded as nothing better than a "wealth-producing animal."

But the divine within man cannot be permanently stifled. Forcibly he will be reminded at times that he "lives not by bread alone." He will revolt against a system which makes of him a tool. He will look upward to the stars and strive to be relieved of the shackles of industrial tyranny.

The reconstruction program of the British Labor Party strongly indorses these legitimate aspirations of the wage earner. We need not agree with all the demands of that program. Yet we must

admit that it contains excellent features. We read in the preamble to the program: "We of the Labor Party can so far agree . . . as to recognize in the present world catastrophe (the European war), if not the death, in Europe, of civilization itself, at any rate the culmination and collapse of a distinctive industrial civilization, which the workers will not seek to reconstruct."

There is the point. The world was groaning under the tyranny of a "distinctive industrial civilization." Those who were the helpless victims of that civilization sought an escape from its inexorable demands. What wonder that they established labor organizations to find redress?

Yet there was a time when the personality of the wage earner was respected. It was when the mediaeval guilds, the counterpart of the modern labor unions flourished. The fine, democratic spirit that ruled these societies of masters, journeymen and apprentices ought to be brought back.

The craft worker of the guild could not become a slave of a machine or the tool of capitalism. For the religion of Christ was then held in esteem, and that religion says that the "personality" of the laborer must be respected, for he possesses an immortal soul, and he is destined for an eternal inheritance, just as well as the king, the potentate and the man rich in possessions.

The workman would be protected from all unjust industrial aggression if a new system, neither socialism nor capitalism, was to be erected upon the ruins of a worn-out regime which deserves the scorn of all socially-minded men. This is Christian solidarity, or even Christian socialism. This sound system of social reconstruction has as one of its main principles, safeguarding and respecting the personality of the laboring man. Man is man, and always preserves the privileges and endowments of his humanity. "He is not an undertaker or manager, but he is a producer as well as the latter."

"PADDY" RYAN."

SALARIED LOCAL CHAIRMEN.

I wish to place the following before you, because I sincerely think it will be a good thing for the O. R. T. and for the cause of labor. Kindly read, think about and voice your opinion as soon as you can, in order to have it O. K.'d or turned down, as soon as possible, so we will know where we are at.

Does Henry Ford send word to his shop to have a certain machinist or other mechanic wash up, put on his best suit and go out and try to sell a car or two? *No, sir; he does not.* He has men hired for this express purpose; men who do nothing but make a business of selling cars. The O. R. T. has the system that Henry Ford does not employ—how? Because the Local Chairman works a railroad job, while trying to handle the business of the O. R. T. successfully—practically trying to serve two masters, which never can be done, and which results in dissatisfaction among the members, because, nine times out of ten, the cause of the member is left in the lurch.

Here is the idea: Employ Local Chairmen at reasonable salary, duties being confined to the O. R. T. *alone*; taking care of, say at least five hundred men, covering their territory thoroughly, paying his own expenses out of salary. This system will eliminate a whole lot of unnecessary delay as is experienced now, such as handling grievances by mail and waiting for Local Chairmen to be relieved, because, under new plan chairmen will not be tied down to any railroad job and can go to headquarters of railroad and properly take care of grievances. Chairmen to keep O. R. T. headquarters posted continually as to their whereabouts so that they can be reached quickly in case they are needed. In case it can be conclusively proved (and each member should constitute himself an individual inspector) that the Local Chairman is not hitting the ball, take him out quick, don't allow him to remain in office any longer than a league pitcher is allowed to remain in the box when he can't put 'em over.

As long as they are being paid by members of the O. R. T., make them do business, and do it right. This new system will necessitate, first, calling a special session; second, changing the constitution, and third, a raise in dues, of say, five dollars per member per year.

Progress with the times; don't hang on to a system that has been out of date for the last twenty years. Change the constitution and get abreast of the times. For the luvva Mike, Brothers, wake up.

R. R. J. ARMSTRONG.

WHAT IS THE LAW AMONG FRIENDS?

They are compelling J. Ogden Armour, Chas. Hayden and other poor over-worked railway, packing house, shoe factory, woolen mill, steel plant directors to preserve their surplus energy by resigning from their too numerous troubles and stick to just one. Not that the guardians of the public interests care a hoot whether they dispose of their stock in other industries or not, but if they take a rest until after election it will help build their badly battered political fences.

I wonder if the public ever realizes how small industries like the tanneries, woolen mills, etc., which were quite plentiful in the country up to about 1880, have been put out of business and concentrated in the extreme east so the railroads could get a long haul on the raw material, and another haul on the finished product to the wholesale centers. Another haul to the retailers. The same with respect to ore, cotton, etc. Cotton raised in the Gulf Coast states, and most of the cotton goods, thread, twine, etc., made in the New England states. This demonstrates how big business controls both the factories and railroads.

The Union Pacific around 1895, just after the big panic, while everything was as near bed rock as could be, through the liberal use of propaganda in the newspapers all over the country it was shown how badly the government was being drained of millions annually

in their joint ownership of this very bad venture in government ownership. So adroitly was it shown up that the people believed it was really true and allowed their interests to be sold for a song. Not very long after it was disposed of it is surmised that one of the parties in control amassed a fortune around two hundred million from the enterprise. In addition they made money so fast that in order to keep the small investors from getting too much dividends, the surplus was invested in Northern Pacific. This was a violation of the Sherman law, and our "watch dawgs" who keep this glorious country off the rocks, compelled the U. P. to dispose of stock in competing lines, which it generally understood they did, investing in such lines as the B. & O., etc. But while all this smoke, why did they allow the "Empire Builder," that grand honest old party to acquire controlling interest in the Northern Pacific and the old reliable C., B. & Q.? There is considerable difference in competition between the U. P. and N. P., and between the G. N. and N. P. The Sherman law is as effective now as when they compelled the U. P. to keep hands off a road entirely out of their territory. Why allow two lines to combine which are really competitive? Why are they making such a big noise about certain large interests stepping out of a directorate which in no way alters their holdings? (Simply to fool the public until after election.) The N. P. and G. P. since consolidation, have made money; in fact, it is said that they own 90 per cent of the "Q." stock. It is said also that very recently they enjoyed a nice little dividend of 20 per cent. After paying out this nice little dividend they have to borrow about \$20,000,000 for betterments, new steel coaches, etc. The employees, who in many instances worked 16 to 18 hours per day at scarcely enough to keep body and soul together, will get a fat cut in wages, if they have their way, so another 20 per cent can be divided for some of the heirs to fight over.

I certainly feel proud of voting the bunch in we have at Washington (nit).

I have thrown several votes away, and so far as helping the working man out, I sure did it this trip. They are having a sad time passing the bonus measure that will suit the bankers and Wall street. If it can be so arranged that the soldier boys get some kind of certificates that the bankers can cash at about 50 per cent profit, it will be very acceptable with the big mit. C.E.T. 465.

THE O. R. T. IN BUSINESS.

In reading my March, 1922, issue of THE RAILROAD TELEGRAPHER, I find an article headed "O. R. T. in Business." written by Bro. J. H. Woodward. If you haven't read it, do so at once. It will interest you. I agree with Bro. Woodward absolutely. Or to use good old American language, from "start to finish."

If our organization is going into business of any kind I think the best thing it could do is to leave the banking part of it out. One reason is this: If we are going into it as a money-making proposition, why not go into something that will give as a more substantial return on our investment. For instance, as Bro. Woodward suggests, the manufacturing of clothing. My opinion is that there is more profit in this than any other business today.

For example, about two months ago I purchased a pair of shoes. They were what you might call half way between a dress shoe and a working shoe. I paid \$9.50 for them. I did not ask the merchant how much profit he made on them. I would probably have insulted him had I done so. But I do know that parties who have shipped raw hides from this station have been asked by the consignee to remit a small sum of money to cover express on freight charges. The hides were not worth the charges. Of course, I understand that these hides have to be treated and tanned. But this is done on such a large scale that the cost is small from the standpoint of one hide. I do not know how many pairs of shoes can be made from one hide, but I would judge at

least two or three pairs. Possibly more. We'll call it three. The total retail price on them would be \$28.50. The hide costs the manufacturer not more than two dollars, the treating and tanning probably fifty cents. Five dollars for making, which I doubt. The box he puts it in maybe ten cents. That would bring the three pairs up to \$7.50. He might pay his salesman 10 per cent, which would bring the total to \$8.25. The wholesale houses CLAIM they don't make over 10 per cent on them. The retailer is looking to have to close his doors any day. But, anyway, we'll hand him 15 per cent, then add fifty cents to each pair to cover transportation charges which brings our grand total up to \$11.94 for the three pairs. BUT we pay \$28.50 for the same three pairs of shoes. Where has the \$16.56 difference gone? Aha, I have it. That wholesaler has to go to California every summer. We have to pay his expenses. I'd forgotten about that.

I think I've switched off my subject. I'll twist my board and maybe I can get him started down the main again.

I believe there is too much risk in banking at this time. Of course, there are plenty of concerns to loan money to, but very few probably who could provide good security. I haven't looked at a paper for a month without reading of some bank failure. Of course, that doesn't mean that our venture would be a failure, but I do not think that business conditions today are in shape to make banking a paying proposition. However, if the majority is for it, then count me in. I won't be a drawback to anything.

EARL H. FOWLER.

A NUMBER OF THINGS.

Let us work for the state examination of operators, as advocated some time ago by a far-sighted brother.

We are entrusted each day with the safe handling of more lives than an ordinary doctor handles in his lifetime. It would be the salvation of the craft.

What a blow it would be to the Southern Pacific in Nevada—the home of

the ham—where it runs wild in its native haunts uttering plaintive crys of "Dn, Dn, Dn."

Require an applicant who wants to join the order, to produce his state certificate of examination before approving his application. In this manner we could make an O. R. T. card a guarantee of ability.

And until we can secure such legislation, I suggest that we issue an apprentice card good for one year to those who cannot pass a test that would be required of them. If they cannot qualify as an operator in a year's time, drop them.

Now, now, don't get excited. I know that you can't make an operator in a year. But, give them a year from the time they hire out, knowing enough to pass the railroad's examination. Then if they cannot qualify in that length of time it will be because of inaptitude or lack of ambition, and in either case we do not want them.

In only some such manner as this can we give prestige and standing to our order. Nowadays an O. R. T. card is no guarantee of ability to telegraph. I can call to mind several who can scarcely get their call. Yet they are up-to-date and keeping a telegrapher out of a job.

I notice that numerous brothers lament the passing of the fraternal items. I, too, was strongly for continuing the items. I enjoyed looking therein and keeping track of Tom in Arizona, Dick in Alabama, Harry in Washington and Bill in York state. But a progressive mind is open to argument, and I am thoroughly convinced that the change was a wise one.

The open discussion of interests vital to the welfare of our craft is of more importance than the moves of Tom, Dick and Harry.

I believe Bro. Woodward in the March issue under the caption of "O. R. T. in Business" is mistaken. Money is the life-blood of business and he who controls money controls business.

I am impatiently awaiting the time when our Order will follow in the pioneering footsteps of the engineers and

establish our bank, with branches throughout the country.

The earnings of union labor, placed in union-owned banks and loaned only to fair and just employers, will be a big step toward making capitalism see the error of its ways.

We will place a fictitious and conservative value of one hundred dollars a minute on John D. Rockefeller's time. Yet he will sacrifice two hours. Or twelve thousand dollars worth of time to stand in line in order to mark his ballot at the polls. You never hear of the capitalists staying away from the polls because they are too tired or it is too much trouble.

Someone has said: "The American people have just the government that they deserve."

Think 'em over.

OBSERVER.

STEPPING TOO BRISKLY.

Just read by MARCH TELEGRAPHER and heartily agree with Cert. 248, Div. 14, that our monthly TELEGRAPHER is stepping right out and is a real live issue. Also want to thank Mack for Dad's letter. Think Dad did not leave out any part of our weakness. We are the mob and not held up as the best people. But must say that Dad has not the answer. To my way of thinking the people will not always be the mob; education will at some future date lead them out of their chains, and I am beginning to think I will live to see the day when the mob will form in line and vote the right man, or men, into office who will stick to them. Spurgeon, Cert. 2248, is talking along the right direction; the vote is the answer, but how many of us let election slide by without going to the polls, because we have neglected to secure a tax receipt, or take no interest in it at all, which is a crime to ourselves and to our worthy brothers?

Bro. Woodward's protest against the bank is right. The percentage of brothers who can use our bank is small. His idea of the O. R. T. in business is stepping out a little brisk. We don't want

to cover too much territory at first. Co-operation is the answer to our present ills of oppression of the monied unions, but did Bro. Woodward every try it? Let him call his neighbors together for the purpose of starting a co-operative store. He will discover opposition at once. And a general scrap occurs based upon the creedal or sect lines, which have been educated into us by the money unions so as to better whip us into line by keeping us fighting among ourselves. We won't then be fighting their system of privilege. That is the first wall to climb over, the second is the fight of the established merchants; they will alternately mark down articles among themselves. United they stand against a common enemy, and divided we fall, by not being loyal to our store, and buying where we gain a few pennies for the time our store can exist. Then we are again paying the merchants the old prices far above a fair profit. Our six million dollar O. R. T. Manufacturers' Association would meet just those obstacles, and in a much mightier form, for they would be in another field where bigger money rules.

At the last convention there was a bill introduced that would aid ALL the members, but was turned down because it would be necessary to assess each member one dollar to start the home builders' department. I will endeavor to have the bill introduced again at our next convention. In the meantime I will explain it in detail and hope the members will give it some lively comment. It is advertising if needs, as it will go through on its merits, being the biggest benefit to the largest numbers of members. I thank you.

P. G. H.

TOMORROW.

Dr. Charles Fleischer, noted psychologist, says: "Because most adults are like Kipling's 'Vampire,' in that they never know why and never can understand—always we postpone the progress, dependent upon realization of our visions, to the next generation. For

this pathetic reason the children must remain the hope of the race."

It has been so in the past, it is true, but must it always be so? We work and scrimp so that our children may have an education and a little money with which to get "a start in life." Why will we persist in evading the problem of securing decent working and living conditions for ourselves and them? When will we look life's problems unflinchingly in the face? How many telegraphers are reading the splendid editorials, and the admirable articles contributed by many able brothers in the TELEGRAPHER every month? Which of us is thus striving to get out of the mental rut which has held us back all these years, making it impossible for our able leaders to do for us as they might if they could depend upon intelligent and solid support of the membership?

Another great editorial writer says: "The Invisible Empire does as it pleases and the Republic—which is the people—can laugh or cry as it chooses. By the time that the money lords and their political, judicial and journalistic tools get through with any constitutional guarantee or any natural right, neither the Creator, who endowed men with natural rights, nor the constitution makers who defined and guaranteed them, would know their own handiwork."

"You people are no more self-governing than were the subjects of the Kaiser."

"You think you are. But you are not."

"The Invisible Empire governs you."

"The money lords are your kaisers."

"You can be free. You can govern yourselves. You can make our country a democracy."

"It is up to you."

And it is up to you, Brothers and Sisters, to wake up and fight for real democracy, instead of loading down our children with all these problems. They will have problems enough of their own.

"What can we do?" I hear weak voices asking.

To begin with, read your TELEGRAPHER thoroughly, every month, and absorb

some real intelligence. Then spend three cents a week for *Labor*, the workers' newspaper, and get an education by reading that thoroughly. You will soon see light. You will learn what to do and how to do it.

Labor has less than a million subscribers. It should have ten millions.

One of the daily newspapers controlled by the Invisible Empire, says editorially: "Heaven knows that there are more than enough writers and speakers who daily tell those who will listen that capitalism rules; that the workingman is trodden under feet; that the rich man is admired and the poor man is oppressed; that the courts are ruled by money and that legislation is contracted for as is the construction of a sewer or paving of a street; but now and then a fact appears which shows the falsity of this outcry."

And because the mob will not keep quiet, our troubled editor condescends to comment briefly upon one of these facts.

"The 6-year-old daughter of Philip Armour died on Thursday of a not uncommon disease after an illness of a week's duration. Specialists were called as the gravity of the malady increased. There were four nurses and ten physicians in the Armour home when the child died, but these counted for nothing. The child of poor parents attended by a doctor from the nearest dispensary could not have fared worse, and, indeed, might have fared better. Social standing and the possession of great wealth counted for nothing. It signified nothing that the child was of the Armour family, or that the traffic of a great city was rerouted in order that the house in which this sick child lay might be kept quiet. Will it ever be recognized that wealth is not important?"

I am not repeating this because it is interesting or instructive, but to show readers how the journalistic tools of Big Business rate the intelligence of the readers of their controlled newspapers, and maybe they are not guessing badly at that.

My nine-year-old boy would see how silly was the argument.

We sympathize duly with the Armours in their loss, but what has all this to do with the editor's lamentation over the wicked writers and speakers to whom the money lords object?

How about the thousands of children who are called away from heatless, nurseless, and almost foodless shacks of workers every day by the merciful Father, but who could have been saved by the use of one per cent of the money spent in vain upon the Armour child? And how many of these cheerless shacks is the father of the Armour child partially or wholly responsible for—he and the rest of the money lords?

Do such editorials soothe the weary victims of the profiteers?

Oh, yes—a good many of them.

I need not go far from home to find two workers, in one office, who are regular readers of The New York Sun and consider themselves insulted when some worker tries to induce them to read *Labor*. They say *Labor* is a radical paper. Terrible accusation? I'll say so.

These fellows are complaining that the TELEGRAPHER "is not what it used to be." They do not want to read its splendid editorials. But they do miss the good old items we used to have; when—upon the hottest day in June—we would read how "Brother Jones has been laid up for several days because of a fall upon the ice while carrying the mail to the post office," and "Bro. Daley from Q. G. is relieving Bro. Kelley at N. G." Rather dry at times, but it was "safe and sane" you see.

Any publication which makes a practice of letting political and industrial cats out of bags to annoy fat and smug millionaires or lean and ignorant workers is bound to become known as radical.

Labor prints the truth, no matter who it hurts.

If you want the truth, read *Labor* and the TELEGRAPHER.

If you are a poor, nervous old lady—three-quarters dead anyway—afraid of the truth and hating the light, live in a

darkened room and read most any daily by candle light. NUDDER HAMM.

THE SPLIT TRICK.

The United States Labor Board, acting under authority of the Transportation Act, 1920, have handed down decision No. 757, issued March 3rd, 1922, authorizing Intermittent Service or the Split Trick, which they declare is just and reasonable. The daily press have followed their old tradition of giving the public an incomplete and misleading outline of the rules, and in the manner in which they have pictured the decision it really seemed to be nothing less than a Godsend to the employees affected. Of course, we all understand that the "dear old press" is to be held absolutely blameless for misquoting certain things pertaining to railroad matters, as they have been in the habit of doing so so long that it would be an utter impossibility to change now. There have been instances where there was only one story to tell when they forgot to publish anything at all.

We all are aware of the fact that it is alleged the man at the one shift stations where the split trick applies has nothing to do. If you are of that opinion relieve him for a few days and you will be of a different opinion. We all know that his time is pretty much taken up doing the many things that must be done daily and many nights you will find him returning to his station after hours and doing the things that he could not get done during his time on duty. With the split trick the company, at their option, may work him, for instance, four hours in the morning and four in the afternoon with an interval of four hours between. That would give him four hours off duty during the day. He would be "mentally" on duty during this time. Patrons of the company will not welcome the split trick as when they call at the station for their freight or express they dislike the idea of having to wait an hour or two before getting it. Of course, after a while some of them would learn of the agent's hours

off duty and come at the proper time, but some never would. The agent would be paid many personal calls from them requesting that he favor them by coming over to the station and delivering them their freight, or allow them to unload a couple of wagons of household goods. At a competitive point who would get the business—the road whose station was open for business all day or the one where the split trick was in vogue?

When the Railroad Administration turned the roads back to their private owners a campaign was immediately inaugurated to reduce wages and abolish overtime. We received a reduction shortly afterwards after a threatened strike had been avoided. The next campaign was to abolish all possible overtime. Now the split trick has been placed in effect which will eliminate what overtime that remained. A paragraph of rule three reads: "Exceptions to the foregoing paragraph shall be made for individual positions when agreed to between the management and duly accredited representatives of the employees." Let us hope that our duly accredited representatives will handle this situation in a manner quite satisfactory to all members of our order.

CERT. 2386.

FAVORS GOING INTO BUSINESS.

In connection with the article in the March TELEGRAPHER entitled "O. R. T. in Business," by J. H. Woodward, I wish to add my enthusiasm, and feel like clapping my hands for him to come back with some more epistles like the one mentioned above. Instead of the O. R. T. going into the banking business he wants them to go into the manufacturing business, making clothes, shoes, etc. I think this would be an ideal thing to do myself, and I am sure there will be other members agree with me. Who knows but what after we got started in the manufacturing business under the suggested name of, The O. R. T. Manufacturing Association, we would not eventually be able to operate co-operative dry goods stores in the principal

cities of the United States? Think of it, fellows, 80,000 members, and surely the majority would take stock in it, just imagine what that would mean. Simply the best advertisement of our brand of goods, better than the majority of manufacturing concerns have, and naturally members, especially stockholders, when purchasing their supply of dry goods would call for the O. R. T. brand.

Another thing I wish to call your attention to is the importance of getting into politics, namely, electing men that are standing up for justice and labor, and not parasites that can be easily swayed by money. Now is the time we need good men in the Government to stand up for us and not have their eyes blindfolded by false statements made by the capitalists.

Not only in the State, and United States, biggest elections, but in the smallest towns, elect our own men and gradually we will win. Now think it over, boys, and abide by it. Let's see if we can't get together on this manufacturing proposition.

CERT. 1722, Div. 36.

THE MAIL QUESTION AGAIN.

It impressed me a little more deeply today while I was making my way through three inches of clinging mud to the Post Office with the second section of the Parcel Post (unlimited), that us fellows at the smaller stations are getting the short end of it good and plenty. It is more often than not that I get from one hundred and fifty to two hundred and fifty pounds of Parcel Post matter off one train and usually (if it were not for the kindness of passengers and others who are going uptown at the same time), it would be necessary to make two or more trips to get the mail all to the Post Office, and I submit that this is an imposition. Carrying U. S. mail to and from the Post Office is no more railroad work than delivering express around town or teaming freight to the various stores is, and an agent should not be required to do one more than the other. It is a cinch that if we

hauled express or freight around town we would be paid for it. Why is it that we are forced to do this work for the Government for nothing? The Post Office Department pays the Postmaster for his share of the work of handling the mail. Our part of the work is much the harder and is worth as much or more than the work done by the Postmaster, but still we get nothing for it. Of course, this is not fair. I do not believe that even Senator Knute Nelson would say it is. Maybe we will get rid of it entirely some day. I hope so anyway. How would it do if a sub-station for handling parcel post, or the Post Office itself were located in the depot and the agent appointed Postmaster? This arrangement would save a lot of hard work and give us something approaching a square deal. It would be popular with the general public, but would be bitterly opposed by political parasites, no doubt. Probably the railroads would object, too, but, then, they always object to anything that is going to improve our condition as a class. At the same time I do not think it would be asking for anything unreasonable if we made the demand that we either be relieved of the carrying of the U. S. mail or be compensated for it in some way.

By the way, my wife and I have both registered. Have you? CERT. 1924.

HARD-BOILED NONS.

"He that is not with us is against us."

There are a few hard-boiled *nons* among us, old-timers and new, whom it seems impossible to persuade to join the Order by the soft-pedal method. If, when conversing with those "nons" there is any danger of approaching the subject of unionism, they will hasten to tell you they don't like the way things are run; that the "leaders are grafters," etc. Don't listen, brother. Stack up with facts. Compare past and present conditions and read your journal. The unions will give such nons a good job and a comfortable salary to come on the inside and show them how to do things

better. Don't suppose for a moment that the men in the ranks are dumbbells. That the vast majority are intellectually inferior to a few *nons*. No, brothers, knockers on the outside are not in a position to know, and are merely evading the real issue. You have no doubt noticed that some of them strut around in sport clothes, while others make regular trips to the bank. They will tell you that they don't care about the *No card, no favor* motto; that they are not looking for favors. Yours truly has found that most of them not only look for favors, but need them very badly. Again, they will tell you that a great many are members because they are afraid of losing their jobs, and want something behind them in case of necessity; that in case of an emergency most of the brothers would stick by the company. "Tommyrot." Has it ever been brought to an issue? Does a brother who says he will stand by the company, have to? Now in case an emergency did arise and you had money to bet, who would you bet on? The *non* or the union man? The vote inside the meeting room or the vote outside? Which is the safest? It's a poor player who shows his hand before the call. Know these evasions for what they are: The offspring of a parasitic mind. Ignorance with the consent of the ignorant. Quite a few of our brothers have three or four little kiddies to take care of, yet they are not starving to death, on the contrary, they look happy and contented. If they are willing to accept such noble responsibility, are they not made of pioneer material? Material to tie to? Let us pigeon-hole the soft-pedal stuff and practice the principle of isolation in the *non* who persistently refuses to support us. Some of them are as tight as the proverbial crab, and that's watertight. A brother enthusiast suggested that we publish the names of the *nons* regularly in our journal. I think it a very good idea. Take your pencils, brothers, and put your ideas on paper. Send them to Brother Howell. Bring back the old personal column. To my way of thinking it was the best medium we had to touch the tender spot of the *non*, for

they all read the journal, you know, to see what's going on.

JACK DALTON.

ONLY SALVATION FOR WORKERS.

Since I wrote my article on this subject in the December number, I take notice that a couple of good Brothers have responded with a reply, which is very gratifying to me indeed. I hope that I have started something that will tell for itself in the coming elections this fall. How much easier is it for us to strike at the ballot box, where it does not cause any suffering to the little children and families who are fully dependent on the railroads for the necessities of life in the large cities. I for one would like to see all the labor organizations get together on this one particular issue and consolidate their forces to have a few labor men put in the halls of Congress where the laws are made. Then, and only then, will we get fair treatment at the hands of capital. For instance, we have the Interstate Commerce Commission to fix rates, the Labor Board to fix wages on the roads, which is costing the taxpayers around 52 million dollars per year, for what? I say that we now have too much or not enough Government in the railroads. I do not think it would cost us very much more per year if we bought the roads outright, and it could be done very easy by floating bonds by the Government at a small rate of interest, which I am sure would be oversubscribed in a short time. But this will never be done by the two old political parties. They have served their purpose now, and it is time for a new order of things to set up. I do most earnestly hope that every man who carries a union card, regardless of creed or craft, will demand a clean-cut, upright union man on the ballot, even though it is necessary to list him on either ticket, just so we have him put in office, with the full understanding that he must be fully 100 per cent American, with no obligation to capital at all, more than to see that it has fair and just returns from its investments, and that labor gets fair treatment. That

is to say, one nation, indivisible with liberty and justice to all, like the signers of the Declaration of Independence intended it should be. I am sure that was their intention, and that it was right or they would have not succeeded in doing what they did, when there was merely only a handful to start with. I am at a loss for words to express my feelings along these lines with my limited amount of education, due to just such conditions that exist today, when it takes the whole family to try and keep the wolf from the door. How many children are living out in the country today that can afford to get very much of a schooling?

I hope to hear more from some good able writers along these lines. Keep the ball rolling, and give your journal to some other union man to read, it matters not what union he belongs to, just so he will read it and pass the good word along.

M. E. PRICE.

'TWAS TOO MUCH.

Not long ago, a farmers' meeting was called to order at a country church in Cass County, Indiana, with a good attendance, and near the close of the meeting a young boy by the name of Union Nethercutt, thirteen years of age, being gifted as a good singer, was called upon to sing a few selections. The invitation was gladly accepted by the boy and he delivered several good selections. The hat was passed and the crowd contributed freely. The more he sang the more money chinked in the hat, while the crowd applauded him at the end of each song. By the time the boy had become fairly warmed up and had started in to deliver them a good grist of songs, with a hat full of money in sight, it seemed the boy made a bad selection and started to sing in a high pitch, "Oh What a Pal Was Harding and Mellon"—using the tune of "Oh What a Pal Was Mary." The cheering stopped, as the song seemed to be too much, and by the time the boy had got through singing the song—to his astonishment everyone had left the church, but the janitor. He had stormed

the tide and waited to the end of the song, as he did not want to lock the boy up in the church. The boy made the remark the next day that it was a good thing he didn't sing that song first, or he wouldn't have got a penny.

A. O. NETHERCUTT.

ORGANIZATION—CO-OPERATION— BROTHERHOOD.

Brother Mack played a trump card in his article, entitled Organization in the TELEGRAPHER of last October, but to date no one has followed suit. If this department of the TELEGRAPHER was to be confined to any one subject only, I would say let that subject be Organization.

The three terms which head this article, are, of course, synonymous. The principle contained in any one or all of them, constitutes the magic formula that will heal the ills that now beset the laboring class or common people of our land. Of course we will not cure the ills if we do not apply the remedy.

Organization and Co-operation are the magic terms of the day. We cannot realize genuine co-operation and organization without approaching close unto brotherhood. Honest, square, progressive men love all of these terms; dishonest, selfish, reactionary crooks, fear them. It was these terms that the Master undoubtedly had in mind when he said, "Love Thy Neighbor." These terms formed the basis of the statement made at the signing of the Declaration of Independence, "We must all hang together or we shall hang separately" as well as that great truth "United we stand, divided we fall."

It was organization that made possible the throwing off of the yoke of oppression and the forming of this great Government.

When the Allied armies were being forced back in the late war and defeat stared us in the face, due to divided command and failure to properly co-operate, it was organization and closer co-operation that saved the day and gave us victory.

Superior organization and close co-

operation has won out in practically every great military, political or economic contest of the past, lack of it has caused most of the disasters. It is real organization that strikes terror to the hearts of men who worship at the shrines of greed and selfishness and who seek to exploit the helpless and defenseless everywhere. It is real organization that makes the political crook, the "stick up," the burglar or the Gentleman Railroad or Bank despoiler and looter tremble, and it is real organization that is going to drive this gang to reformation or to hell, where they belong.

It was a good job of organizing that those first O. R. T. brothers did when they made the start back there not so many years ago. It is what we who have followed after have done that has brought the O. R. T. thus far on its way and perpetuated the work of those sturdy pioneers.

After contemplating what our conditions were during those unorganized days and noting the conditions of today, with the steady progress made, we must take our hats off to those stalwart O. R. T. patriots, and those who have worked in the O. R. T. ranks since the start was made.

Then if we will stop and check up on ourselves and those about us, going down the record of the years and of the brothers we have known, placing the efforts we and they have put forth in the interest of the Order, on the credit side of our figurative cash book and what we could have done, on the opposite side, the balance will represent progress and accomplishment that we have not realized. Putting it another way, if we had all put our shoulders to the O. R. T. wheel and pushed as we should have pushed, all these years, would we not have come farther and accomplished more and would we not feel more secure than we do?

Judging the future by the past, our problems then are: How shall we get every member to pushing? How can we wake up the dead ones? How can we inspire those who are helping to stay in the game and push harder? How can

we resurrect the dead and invigorate the living districts? How can we get results in the shortest time, that will put our organization right up ahead of the best?

To go anywhere, we must start from a given point. Our starting point in this case is the bottom and most important rung of the ladder of the Order, the Local District or Division, the foundation stone on which the balance of the structure rests.

We must concede that if every Local District was 100 per cent active, as contemplated and in line with our Constitution and By-laws, we would have little to fear and there would be little more to do than to hold this condition.

We know that this is not the case, therefore there must be some room for improvement in some or all of our local districts. There must be some that are not 100 per cent active. There exists some imperfect foundation stones.

In considering methods of organization let us contemplate one of these imperfect districts or foundation stones. A perfect district, if any there be, of course needs no attention.

We will assume that this district is about 60 per cent organized; that there has never been a meeting of its members; that the Local Chairman has lost heart, having made an effort to develop interest among the membership and failed and is taking the easy path and saying, "Oh, what's the use," or perhaps he never did have a conception of the requirements of the office or may have been in poor health and never should have been elected. At any rate this Local Chairman scarcely knows who the other members of his Local Board or his assistants are, and has met but about half of the Telegraphers in his district personally. We will assume that the membership are satisfied that he shall represent them regularly at conventions and accordingly elect him.

(Right here I wish to digress and ask

if his district is in this condition and his attitude at home is largely passive or minus, what will it be when he gets in assembly with about 700 other members in convention, where he must meet and compete with Old War Horses who have seen many hard battles and know the game? Where he will find many ready and anxious to influence him toward their line of thinking or their pet plans and yet where the very plans and specifications that make for our prosperity as individuals and as an Order, are to be altered, changed or added to and subtracted from.

If he is dead in the shell or reactionary at home, what will he be in convention, where it takes real nerve to buck the game and where only the best you have in your district should be sent?)

On this district the railroad officials have lost their schedule and have no use for it. They have their own way. They hire, promote and fire as they see fit.

I hope that conditions such as these do not exist on any District today, but do know that they did, not many years ago and that they do to a greater or less degree on many right now.

Every District, in this condition, nullifies to a large degree, any good work done on some other District that is alive and doing things, but the men on a run down District are the greatest losers. A defective foundation stone or pillar, always throws just that much more weight on the other supports and makes the structure that much more shaky and unsafe. A perfect unit does the opposite.

I have used so much space coming this far with this article, that I realize that I must postpone the operation on this rundown District that I have tried to lay out before you, until next issue.

I assure you that I have had some little experience in the line of work I am trying to cover, and with the assistance of the Brethern have had some degree of success in organization work.

WARREN E. BECK.



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

Grand Division.

T. J. Boyd, of Kent, Texas, is now General Chairman of System Division No. 88, Texas and Pacific Railway, vice J. P. Abney, resigned.

Yours fraternally,

Grand Secretary-Treasurer.

Cort Club.

The Cort Club met again in their new home, The Atlantic Hotel, Clark and Van Buren streets, Chicago, and somehow the writer, with his usual bad luck, was handed the portfolio of correspondent, by reason of which, we serve due and timely notice to all division chairmen, and other good brethren around and about the hall, that we shall listen carefully to what they say and faithfully transcribe, or guess at it, and send same in full to the editor of THE TELEGRAPHER so they that are afar off may sit up and take notice and learn what is going on in our club, in due time take an interest and meet with us, air their views, at close range, where we can rub shoulders, shake hands and look each other in the eye, and not do all our knocking on the outside. We thank you.

Good talks were made by Craig of the Rock Island, Coan of the C. N. W., Lewis of the Soo Line, Hannert, B & O., Kearby, of Milwaukee, V. A. Gendron, General Secretary and Treasurer of Division 61, A. T. S. F., Brothers Reynolds, Dal Jones and Dave Smart.

All these brothers had much to say that was very important and every O. R. T. member should hear. At every meeting there will be one or more of our grand officers present, and any brother that takes the time and trouble to come out to a Cort Club meeting will have up-to-the-minute information on current labor problems. His own views, if he has any, can be freely expressed, considering, of course, the limits of gentility, and the respect due our wives, daughters and sweethearts—who are now honorary members of our club.

Our club meets the third Tuesday of every month in Banquet Hall, Atlantic Hotel, 8 o'clock p. m.

A. B. Coats, President, 4626 N. Racine avenue, Chicago, Ill.

G. W. Ware, Secretary-Treasurer, 3551 Wilton avenue, Chicago.

WM. B. SPENCER.

New York, Div. 44.

At the April meeting a full report was given of the preparation in Bro. Manion's office of the supplementary brief and argument on the request of the general committee for increased wages, copies of which brief have been made available to each member of our division. It is very essential

that you study closely the facts and figures given in this brief, and judge the decision of the U. S. R. R. Labor Board, when issued, by them. Any member who has failed to receive a copy should inform your local chairman, and you will be promptly taken care of.

We are, at time of writing, expecting hearings to commence before the Labor Board on our wage requests April 24th. The board has announced that on May 1st they will begin hearing the wage dispute involving the engine service employees, from which it is inferred that our hearings will be completed before that date.

Conferences have been requested with General Superintendent Baker on the Bay Ridge agency and U. S. Mail cases, and with Superintendent Canning on several matters requiring adjustment.

A certain individual, formerly a member, for whom the general committee performed a very great service at a time when he had become involved in the loss or theft of a considerable sum of money resulting in the loss of his bond, has recently gotten himself in a rather uncomfortable position and caused great inconvenience to a loyal member of our Order. Perhaps it may dawn upon him some day that we do not hate him, but hate his actions, and greatly desire that he take a different view of his obligations to his fellow employees.

We are making every effort to clean up the delinquent list. Give at least as good attention to the matter of your dues in the Order as you do to other legitimate obligations.

M. O. HOWELL, G. C.

Union Pacific R. R., Div. 6.

St. J. and G. L. Division—

Brothers, several times I have taken up collections along the line to buy flowers for the sick and deceased and have tried to keep a little surplus on hand for this purpose, but this little fund has all been paid out. I don't like the idea of taking up a collection every time we need some flowers, and I am going to suggest that each member send 10c a month for this fund which will be deposited in the bank for the purpose of buying flowers. If this is agreeable to the membership, they will make it known by remitting 10c a month effective at once.

A statement every two or three months will be published in these columns.

W. B. TOMKINS, L. C.

Canadian Pacific Ry., Div. 7.

Saskatoon Division—

It is with sorrow and deep regret that we learn of the passing to the great beyond of the beloved father of our General Chair-

man Bro. George Gilbert, on March 31st, 1922. In behalf of the members of this division we tender our heartfelt sympathy to the bereaved in this his great loss.

A most enthusiastic meeting of this local was held in the Traveller's Book, Saskatoon, on April 9th and a fair representation was in attendance, principally from the west end. Much important business was dealt with.

From our local chairman's report there are a number of the boys on this division that have not remitted their dues for 1922, and a few who are a year or more in arrears. Brothers, this is a serious state of affairs for you, more so than letting your life insurance lapse, for if you were to find yourself in trouble arising out of employment, the Order would not be in a position to fight your case for you. We have had such a case recently and the ex-member was debarred from a hearing because he had no one to take it up for him, so do not let this happen to you, but get up to date at once.

There are several *nons* on our division and these must also be lined up. If any brother wishes to know the names of the delinquents or the *nons* drop Bro. McOrmond a line.

Our general chairmen have been served with a notice from the company to the effect that they wish to negotiate with view to change in rules and working conditions, quite possibly along the same lines as those being placed in effect by the Chicago Labor Board in the U. S. We must fight any such move, brothers, and it would be well for each member to drop General Chairman Bro. Geo. Gilbert a few lines expressing his views on this very important matter.

We expect to hear of Bro. McOrmond's departure shortly for Montreal where he will take part in deliberations with the companies' representatives re rules and working conditions.

If you have not already done so, read and act on the editorial appearing on page 192 of the March, 1922, TELEGRAPHER, it is important to all.

L. D. KAUMETER.

Farnham Division—

Under date of March 28th, Mr. Price, general manager, wrote Bro. Chapman, general chairman, to give the required thirty days notice of the company's desire to revise certain of the rules governing working conditions. Before this is printed, our Schedule Committee will have convened in Montreal to discuss the matter with the management. The company's proposition calls for extensive changes in Articles 2, 15, 20, 23 and 28, effective as of May 1st, 1922. No doubt the brothers have been made acquainted with particulars of same at meetings and by circulars from their respective local chairmen.

List of members who had completed 25 years of continuous membership in the

Order, as published in the February issue of THE TELEGRAPHER contained the names of the following brothers of the Farnham Division: E. Choquette, S. C. G. Savage and J. J. Timmons. This is a record which the brothers may feel proud of.

A case recently occurred on this division where a station was broken into at night, the robbers getting away with a small amount of money which was left in till, instead of being put away in safe as instructions call for, when no one on duty.

In connection with the position of relieving agents during summer season: The third paragraph of Article 18 does not appear to be understood by a large number of members on this division. Please note that any man holding a steady position on the division may bid in the relieving agent's job and is entitled to return to his permanent position when the temporary relieving agent's position is abolished. Should a spare man get the appointment, he has not the privilege of "bumping" when position is abolished, the intent of article being that one or the other, as the case may be, returns to what they had before bidding in relief agent's position.

The following letter is from Bro. Garlepy for your information:

Versailles, Que., March 16th. 1922.

Mr. F. A. Pouliot,
Local Chairman,
Farnham, Que.

Dear Friend and Brother:

I do not think that I can ever repay you for your trouble and the kindness you have had for me ever since I was taken sick. The cheques that I received making a total of \$247.75 came as a big surprise to me, as I did not expect it after what you and the boys had done for me for the last four years. I wish to thank you, also all the boys who have been so generous in helping me, and if there is anything I can do for you or any of the boys, I will be only too glad to do it.

Sincerely yours,

(Signed) J. R. Garlepy.

F. A. POULIOT, L. C.

Delaware and Hudson Ry., Div. 12.

It is with extreme regret that we announce the death, at Pierreville, Quebec, of Bro. P. W. Marier, agent at that place.

For 41 years Bro. Marier had been in railway service, beginning his career on the C. P. R., between Montreal and Quebec, being agent at Butler Junction, then at Ste. Anne de la Paroisse, Grameau Junction, St. Tite and Moyau Junction on the Rutland. The last position held by him was, as before noted, Pierreville.

He was well and favorably known to all railroad men and in the communities he had served.

J. A. H. M.

A. C. L. R. R., Div. 15.

Montgomery District—

What has the Order of Railroad Telegraphers accomplished? For the benefit of those men who have not affiliated themselves with the Order of Railroad Telegraphers, but have benefited by the efforts put forth by the men who have been supporters of the organization and through which we have been able to better our conditions in our craft.

How many of you realize that through the efforts of the members of the Order of Railroad Telegraphers your hours were reduced from 12 and 14 per day to 9 hours in 1907 after a hard fought fight in Congress to have that Act enacted. Through the efforts and co-operation of the members, your salaries have been increased from a minimum of \$35.00 per calendar month since 1900 to your present rate; you are relieved from the burden of carrying switch lights and taking care of them—if compelled to do this work you are being paid for it—and still some of the boys have the heart to stay delinquent.

When you are called after your regular assigned hours you are paid for it instead of having to include it in your small monthly allowance, as was done in the past long years ago. When you miss your meal hour you are paid an hour overtime.

It would appear that there would not be any man working on any railroad who should not have affiliated himself with the Order of Railroad Telegraphers, through which your salaries have been increased, your hours reduced and your working conditions vastly improved in every way.

After summing up all these things then why do some members lie down and let their names appear on a delinquent list?

It is true some of us live hard and seldom have a dollar to spare, but, after all, every man should keep his dues paid up to date and also be trying to do something to help the organization and his fellowmen. There is a lot that every member can do that will be of great help not only to himself, but his organization, and every member belonging to it. The most important thing of all for us all to do is to keep in close touch with the man next to us and if he is not right do not let him rest until he gets right.

If every member would make this his daily rule how much better off we would soon be.

I hope every member has read the write-up in the March journal written by Bro. D. C. Smart, general secretary and treasurer of Division 76. If you have not, get your old journal and read it.

I hope that by the time this write-up comes out we will not have a single delinquent on our district. If you have not paid your dues do it now—do not wait.

Are you getting your Labor regular? If

not notify your local chairman and he will see that you do. Remember "United We Stand, Divided We Fall."

T. F. BARFIELD, Cert. 828.

Pennsylvania R. R., Div. 17.

Akron Division—

I beg to report only five delinquents on the division at the time of writing. Names will be furnished upon application.

The schedule we are now working under should be in the hands of all concerned within a few days, possibly at the time this appears in print.

I earnestly urge the brethren to comply with the president's request, by furnishing names and address of officers of the farmers' organization in your community. Send them to me and I will see to it at Bro. Manion gets them. This is important to all of us. August primary is not far distant and it is necessary that our farmer friends know some real facts about the candidates as the nomination is a good place to eliminate the undesirables.

I shall be glad to hear from the members over the division as to the names of the probable candidates for state representative and state senator from your district. What do you know about them? Both parties. We shall endeavor to make good use of this information.

G. R. KAIL.

Renovo Division—

In these monthly discussions I intend to tell the operators of this division exactly what is taking place. A local chairman is but the mouthpiece of the membership and all are entitled to know what he does and why he does it. I know of no better means of communication than through these columns. Therefore those willing to read can keep themselves advised of the difficulties confronting their committee and what it is trying to accomplish.

Last month the Eddy case was mentioned. The facts are as follows: Eddy entered the service on the Philadelphia Division March 22, 1905; was transferred to this division at his own request February 22, 1908, which date was his roster standing until the new roster of February 28, 1922, revised as of January 1, 1922, came out. On this roster he was jumped ahead of 21 operators who had been his senior, for more than fourteen years. In short, he was given seniority on the Renovo Division from the date he entered the service on the Philadelphia Division. I immediately took the matter up with the Division Operator and pointed out that this was clearly a violation of Regulation 3-C-1. In reply he gave two reasons for advancing Eddy's standing: First, that he was transferred at the instance of the company; and, second, that the new regula-

tions gave Eddy seniority from the date of last entry in the service anywhere on the system. I was able to present evidence which, I think, utterly demolished the first proposition; but, as the Division Operator felt that the second proposition was absolutely controlling, we were unable to adjust the matter. His position can be briefly stated thus: That Regulation 3-A-1 gives an operator seniority from date of last entry in the service anywhere on the system, and that the reason for a transfer prior to January 1, 1922, cannot be inquired into. This view is antithetical to that of your committee. For many years it has been a rule on the Pennsylvania that an operator transferred from one division to another at his own request should have seniority only from the date of transfer. This rule was not abrogated by, but is incorporated in, our new schedule. As Eddy was transferred to this division under this rule your committee could see no reason why his status should be changed after fourteen years, so I appealed the case to the superintendent March 16th, but he sustained the decision of the division operator. On March 23rd I mailed the record to Bro. Nucklas, who will take the matter up through the proper channels.

I am hopeful that this decision will be reversed, for it unquestionably and unnecessarily encroaches on vested right. I think it clearly inequitable to change the status of every operator transferred from one division to another at his own request prior to January 1, 1922, regardless of the number of times transferred or the reasons therefor. It is superfluous to add that such a construction must inevitably operate to the detriment of all who have earned their seniority on one division.

That the superintendent and the division operator were endeavoring to honestly interpret the regulations as they understand them your committee has not the slightest doubt. That they would not attempt to take an unfair advantage is equally certain. But divergent opinions inevitably lead to disagreement.

I know you are all interested in the Dock Junction case. I know very little of it, as nothing in regard to this matter has passed through my hands. Your committee was about to take the matter up when the new roster came out. This theoretically settled the very contention that we were about to make. Our argument was that no operator working an office included in our schedule could be immune from displacement by a senior operator in case of a reduction in force. Such was the status of the operators at Dock Junction from March 1, 1919, until February 28, 1922, as they were given preference in DK. I have been informed that when this office was transferred to the Renovo Division the operators neither

retained on the A. & A. Division nor carried to this division the seniority accumulated prior to March 1, 1919. That they should have full rights from the time they entered the service cannot be successfully controverted. I believe that they should be permitted to elect whether they wish to carry their seniority to the Renovo Division or whether they prefer to go back to the E. & A. I understand that these operators have taken an appeal from their present roster standing and that the case is now before the general manager. A decision will undoubtedly be handed down in the near future. None of us for one minute would attempt to deprive those men of one second's seniority that rightfully belongs to them. Our only grievance is to throw open DK for displacement when senior operators are seeking positions.

On March 27, 1922, the company proposed to our general chairman a reduction of 4c per hour for each man in our department. We countered with a proposition for an increase of 12c per hour for each man. The arguments presented by our representatives were the ablest I have ever read. As no agreement could be reached, a joint statement of facts was agreed to and the matter was submitted to the Labor Board. I trust we will be given the 12c per hour increase so that it will not be necessary for us to live on dandelions and blackberries this summer. It will probably enable some of us to get a shave, a hair cut, or a shoe shine once every couple of weeks.

We expect that the new regulations will soon be printed and distributed. I hope there will be no unnecessary delay as to this. For every office should have a copy so that each operator can ascertain exactly what he is entitled to under the new agreement.

Mr. Sourwine, as you doubtless recall, was transferred to this division from the Buffalo Division a few years ago to become our division operator. About one year ago his position was abolished through a consolidation of offices. As he had formerly been an assistant trainmaster, he displaced Mr. Yoder. A short time ago, because of another reduction of force, he displaced Mr. Mallery as assistant trainmaster, causing him to displace Mr. Benton as dispatcher. This started the ball a-rolling and Mr. Griskey did not stop until he landed on second trick at CT. Some of the boys requested your committee to take the matter up on the ground that Mr. Sourwine had no rights on this division, that whatever seniority he was entitled to had been earned on the Buffalo Division. Your committee declined to interfere on the ground that the appointment of officials is unquestionably a prerogative of the management and a matter in

which we cannot presume to exercise any jurisdiction.

ARTHUR PEWTERBAUGH, L. C.

Indianapolis Division—

Brothers, have you paid your dues in the organization and your M. B. D. assessments for the current term? If not, why not? It would seem natural to most men that it is unnecessary to be all the time having some delinquent members to punch up each dues-paying period in order to keep the division lined up to somewhere near the point where it should be and once was. And I guess that is why there is no more of us take enough interest in the division to inquire into the standing of the division, or ask about this fellow or that fellow along the line, whether or not he or she have paid their dues, or are even members at the present time.

To those who have this way of looking at this very important subject, let me inform you a little more correctly along that line. From downright and face-to-face experience some of us members have been taught that it is absolutely necessary to keep forever and eternally after some fellows to avoid their names showing on the delinquent list every time our dues-paying period rolls around. Not necessarily the same members every time, but we have always found some few at least, which calls for this necessary and expensive work on the part of some of us. And even after all is said and done in plenty of time to have them avoid this delinquent list, we sometimes, in fact most always, have a few left-overs that are determined to get their names upon the *black or delinquent* list for the division. Once on that list it is like trying to quit a bad habit we have practiced for years, for some to even then remit their dues and assessments. This disease doesn't necessarily show itself just among the younger members, either; it is sometimes noticed in the list of these who are at times considered old-timers in the game. This effect on the list is indeed very difficult to define or mark the place where it may eventually reach to, and it is too bad, and to be deeply regretted to note sometimes, that these older members will allow themselves to go delinquent at any time, which by itself constitutes the cause for not a few of the younger members failing to realize or stop to consider the real importance of keeping their dues paid up in the organization.

These older heads in the organization, while they may not realize or even stop to consider the truth of the matter, are setting examples for the younger members, and if figures could be correctly gathered to prove this statement, we would no doubt be wonderfully surprised to note the results. It's to a great extent like a child following in

the footsteps of its father or mother, and we know it is true that, while a child will not always carry out its parents' or older brothers' or sisters' habits and ways, we do know that such is the case to a great extent. Don't misunderstand me, now, brothers; I am not wishing to even try to lower your capacity as men and women in the least (we should always look in before looking out); nevertheless, one would be led to believe sometimes, by the actions of some members, that they were quite smaller boys and girls than we know they really are, when we consider their actions as to keeping up their dues in their labor organization. But I am only bringing this to your attention as a sort of a comparison as to the effects of some of our shortcomings upon the membership as a whole.

Nor am I trying to avoid the fact that all have their shortcomings in all walks and acts of life, either, as some may at first glance think; I try to and we must all try to, appreciate this fact, instead of viewing or considering ourselves as the whole *cheese* in matters pertaining to our daily efforts and transactions. It has been noticeable, also, that some of us fail to realize at times that there are some things at least that we may not be in a position to know and understand the fundamental or significant parts thereof, and allow ourselves to enter into a spirit of condemnation, without in the least giving thought to the possibility of our not being up to the minute on what is going on, which leads us into a predicament which is exceedingly difficult to overcome, and no one knows just how far-reaching it may be, either.

Suggestions are welcome at all times from the rank and file, especially those of a constructive or progressive nature, and you have the assurance that all will be considered in the spirit intended, or that should be intended at least. Those of destructive nature, or those deemed impracticable, we, of course, like to reserve the right to not use them, and in taking such action we likewise feel that you should be appreciative enough to give the subject matter a thorough study, not merely recover your own individual views of it, before exercising your condemnation. We all have this ability, but whether or not it is well-grounded is a different question.

Then, finally, brothers, let us turn aside from the results of our shortcomings so far as we as individuals are concerned, and try to, instead, give more credit and appreciation of the real good parts of life and what we have been able to accomplish in the past, and at the same time set our goal just a little farther ahead each time, striving to reach a little closer to that mark of distinction which we as an organization have set out to reach.

Our division, with a few exceptions, is in splendid shape, and this is especially true when taking into consideration the present conditions all around us—even the miners' strike, which all have been looking for and expecting for the past several months. These exceptions are of a nature that they can be easily erased, too, because the exceptions to which I refer are not the results of all of these conditions spoken of, since those responsible are not in the least affected by them, but merely a matter of one of those old shortcomings of theirs is about all that we know to charge it to, and I guess such will be the charge unless or until future time proves the right.

In the previous issue of THE TELEGRAPHER I advised you that the copies of the new schedule should be in your hands by the time that issue of THE TELEGRAPHER reached you, and I made that statement because it had been made to me beforehand, and I had faith in such advice or would not have taken that means of announcing it to the membership. Since that information has failed to prove out, the general committee have been in conference with the company on that and other subjects, and now said committee announces that really and honestly that these schedules have gone to print and will be out right away, including, of course, the wage scale effective at this time; then at a later date, after the board makes its decision upon the points in dispute which the company and committee filed jointly with the board, same clauses will be included in and made a part. In other words, we are to have the benefit and use of that part of the schedule which has been agreed upon while the board is making up its mind about these other points in dispute. We would be sure glad to have received these schedules long before this time, since there are some very important items and clauses in it, that we are anxious to get settled or agreed upon, as a division, and cannot make any headway with same until such time as schedule is furnished all concerned.

Let me again call your attention to the importance of each and every member reading and studying these schedules as soon as received, and then for all time to come afterwards, in order that each may be on the alert to avoid any violations being made and gotten by with. It goes without saying that we may expect some small catches or complaints, due to some difference of opinion or application of some certain rule or part of a rule, but it is our purpose to keep such down to a minimum. There has been some trouble in the past, caused by some employees allowing a comparatively important violation go, and then at a later date make a great complaint of some small mistake or would-be violation of same. We should co-operate to see that every one of the

articles—big, little, old and young—are carried out as intended, and when once established this way, our troubles will quickly get to be few.

Speaking a word to the extra men on the division, which I sincerely trust you will consider for your individual good as well as that of the entire division, and try to carry it out as suggested or advised. In the past, and that means in the immediate past, there has been quite a bit of complaint on the part of the extra men regarding their share of the extra work. There has been mention made to me by different ones recently as we'll as some time back, and in different cases. Such as the senior extra men were getting the extra work in places of a short duration, say a day or two in a place, while the junior extra men were getting the work where it ran a week or even ten days in a place. Others complain that they positively knew of cases where men their juniors were sent to work at same time, riding same train with them, the junior men going to a ten-day job and the senior men to a one-day job. Still others claim that men are called from afar off to do extra work in their (senior) home town and they, the senior men, are sent miles away from home, and so on, etc. I could mention numerous other such cases or claims. I have from time to time taken this matter up with the division operator, both by mail and in person in his office, and with but one or two exceptions they have been able to prove not guilty, or either to inform me that they could recall such cases, or this or that was due to an unavoidable emergency, causing them to use a man sometimes a junior instead of an older extra man in order to avoid closing a trick or causing a violation of the hours-of-service act. I have advised some of you prior to this time, that in all cases of claims or complaints, take such up immediately with your superior officer in writing, keeping copy of everything; point out to them in point blank or itemized statement just where they have failed to give you what is yours; then, if you are not able to gain your rights, we will have something to work on, even though several days have elapsed when we get hold of the case; otherwise, as above stated, we have or had nothing whatever to go by, except your word, which when compared with records or word of the other side, places the whole thing at times in a deadlock or standstill, with no results whatever, except possibly the fact that mention was made of it. Since there is no specific rule in our schedule covering this particular class of work, there is but one way to properly handle the matter as I see and understand it, and that is, the senior extra men should be given preference where possible to this extra work, at least to the extent that they

receive the most of it, and, where possible, the long stays in one place, instead of as it is claimed, the reverse. There are too many extra men on the division to undertake to rule them first-in-first-out, as some seem to be in favor of; but when, if properly handled, the amount of extra work usually prevailing on the division will furnish quite a lot of work to all, and everybody will be getting what is coming to them, and no one will suffer thereby.

We sometimes meet up with very complex problems which we must consider with due respect to all concerned and to the very best of our ability, render decision or take action which will be right and just, and as far as possible be agreeable to the majority. I know and realize that it's possible for some of us to feel sometimes that this or that matter was not handled properly, but after all we have faith in the membership as a whole and feel that they will at least stop to reason all these things out and thereby most always see the avenue by which they themselves can surely appreciate the action taken and the results obtained for those concerned.

With best wishes and kind regards to all, and soliciting your co-operation and assistance, I am,
WM. BUMP, L. C.

Pittsburgh Division, East—

I wish to call the attention of the members living in the vicinity of Pittsburgh to the monthly meetings of the Carnegie O. R. T. Club, first Thursday of each month, in McGeagh Building, corner Sixth and Webster avenues, Pittsburgh, Pa. This not only applies to the members in Penna. employ, but to B. & O. and P. & L. E. The fee for membership is small and the welfare of the club is in the hands of brothers who are zealous in the cause. No brother employed on railroads entering Pittsburgh should fail to take advantage of these meetings.

It is rather hard to convince the non-member that progress has been made in his craft during the last quarter of a century, and that this progress was only the result of concerted action on the part of some who have worked and financed organized groups.

Turn your thoughts back to 25 or 30 years ago, when a telegrapher's wage ranged from \$25.00 to \$50.00 a month, and using the word telegrapher I mean all positions covered by that craft. When hours were twelve to any old hours. Duties were many and ranged from office work to shoveling ashes from the track. Compare conditions of the past and present and ask yourself: Did they just grow? Or did some power bring this change? And what power was it? The answer always comes back like an echo—organized effort.

I now wish to call attention to just one example that should be still bright in your

minds. Just one year ago the committee of the Order of Railroad Telegraphers was called into conference to accept 12½ cents an hour reduction and rejected by your committee. The result was it was thrown to the United States Railroad Labor Board and opposed by the same organization, speaking through its representative officers, with the result that only 6 cents was cut from your hourly rate. So let us see what organized effort has saved you by cutting request in half:

6 cents per hour equals 48 cents per day;
48 cents per day equals \$14.40 per month;
\$14.40 per month equals \$172.80 per year.

As the result of organized defensive action you saved yourselves \$172.80 a year. The premium you pay yearly is \$12.00 to the defensive body. In one month you saved enough to pay your dues for a year and leave you still with a balance of \$2.40 over. What you saved in a year would pay your dues for 14 years, and yet we find some non-members that say organized effort never did anything.

Taking it in another light, and you invested \$172.80 at six per cent your yearly interest would have been \$10.36, and here is where the member invested \$12.00 a year and received through concerted effort of his organized group \$172.80. Had you no organization to act as your representative, and no authoritative spokesman to plead in your defense, you would have suffered a loss of \$360.00, and yet the non-member will tell you "dues is wasted money."

If you ever needed collective effort you need it now. If there was ever a time when you must keep your numerical strength up, it is at present. There is only one avenue of defense, no matter if you are defending industrial rights, or American liberties, and that is by combining your effort.

Give deaf ear to rumors, side-step watermelon gingerbread lunches and other cheap schemes to breed dissensions within yourselves. Use your heads for something besides a hat rack. *Think!*

J. H. MCGRAIL, L. C.

Logansport Division—

We are glad to say a complete committee of two members on each portion of the Logansport Division are now being selected and their names will be added to the committee list which will be printed on all notices mailed out. The plan is to have one agent and one telegrapher as committeemen on each of the branches, which will then form a complete committee, which seems to be the most successful way to handle the situation correctly; also the non-member comes in contact with a committeeman wherever he goes. Your by-laws will explain to you that the local chairman is supposed to select to the best of his judgment the com-

mittee, yet on the selections made I have always called upon a number of the members for their decision also, that they might have a chance in making the selection. It is up to every member not to depend wholly upon the committeemen. My only wish is that every member could be a local chairman or a committeeman. Then maybe there would be more interest taken in your organization, for your organization is just what the members make it. The thing for each member to do is to get after that non-member next to you and talk O. R. T. to him until he becomes so tired of it that he will either fill out an application blank of "clean up on you," and when he does that, then it's time to call your committee. I am in hopes each member received the paid-up membership list and also the non-member list. It leaves no excuse for not knowing who don't belong. Pick out your man and get after him. Tell him the time has come when, if he wants to ride on the Logansport Division O. R. T. band wagon, he must get a horn. At the beginning of every six months the membership list and also the non-member list will be mailed to each paid-up member, with the members paid for the year checked "Y." Those who have not yet paid the one dollar mimeograph and flower fund, wish they would do so, for at the present time only about 50 per cent of this money has been received. A. O. NETHERCUTT, L. C.

C., M. and St. P. Ry., Div. 23.

Wis. Valley Division—

The cloud of wage contention is still overhanging.

I regret that as this leaves my hands we have two *non's* among us and three delinquents out of line. I sincerely trust they will adjust this soon. There is one thing certain. We would soon sacrifice our schedule if we all felt their way about it. Some seem to think dues are paid to retain seniority and effect perennial increases. So often now can one hear different crafts of mill labor say "What's the use in paying dues? They'll cut us anyway." Foolishly tear down their only foundation, instead of maintaining their ranks. 'Tis true among labor groups that the only thing union about some is their union suit. The only love some have is for themselves. While still others are considered all right from their chin down because they forbear to holler. Lack of propriety, minor indifferences, smallness in acts and general fraternal neglect creates a strong tendency to cause a *non's* assumption and convictions. There is no real live he-man who doesn't want to be a real fellow among a bunch of *real fellows*. You who pay your dues regularly are not immune from this, unless you are considerate, unless you show compassion for others.

Messrs. Non and Delinquent and Mr. Regular Fellow, it should be needless for me to say that our organization needs your combined efforts now more than ever before. Before the wage board the O. R. T., and the O. R. T. alone, is your sole representative. Today our organization down there is bravely opposing that strong organization of Wall Street brokers who have shackled the railroads, the coal mines and in fact every living industry in their effort to kill organized labor. And that mighty union of Wall Street is a real union—every member wide-awake, no falling out, no dropping off among them. What wonderful machinery! Why not, that we could boast so well. Do you suppose they let personal dislikes stand as a factor for non-membership or delinquency? Can we consider paid membership a complete fulfillment of duty? No! No more than the farmer is through when he has completed his sowing. Like him, we, too, must cultivate our ground, ward off the marauding insects and destroy the noxious weeds which harass our efforts. We must be on guard with our neighbor to fight the fires of contention ever threatening our field. We must keep a firmer footing and co-operate more fraternally and instruct and assist the younger members in maintaining their rights and our schedule. Helpful suggestions are always beneficial. It makes better men for the company, makes an organization to be proud of. Won't you do your bit?

It seems there are still a few not acquainted with the fact that our fraternal column underwent a change. No longer will you see the old personal mention news in this column. It was the hope and intention that this change would enlarge our journal on other lines. Help the cause along. The "view point" is at your service. I would be delighted to see contributions to our local column handled on a rotary basis. Give you all a fling at it. We have diverse opinions; 'twould be well to air them.

CERT. 994.

S. C. and D. Division—

The Local Board of Adjustment met at Sioux City, April 7th, for trial of H. F. King, on charges of conduct unbecoming a member, preferred by General Chairman Bro. H. C. Kearby. Mr. King failed to appear, the charges were sustained and he was expelled from the Order. If any brother desires further particulars I will be glad to furnish same on application.

Are we downhearted? The wage board decision is being applied. Several tricks have been split already on this division. The big question of wage reduction or no wage reduction is up before the board and no one knows what we will get out of that. Business is good, most of the boys buried to the

cars with work. But does it pay to be downhearted? The big question is shall we railroad or shall we not. If we intend to railroad, then we must buck in and solve the problems that go with railroading. Why gloom and grieve over what was, what is, or what may be? Why not tackle the game as we find it today and make a cleaning? It's the fellow that holds his head and buckles in, when the road is rough and the going hard, that really helps us make the grade. Any one can drift with the current. The pendulum is bound to swing back in time. The quicker we see our duty and accept it, the sooner it will swing back and the further it will go, and these hard times will be forgotten.

It is our contention that tricks cannot be split, where there is work that will keep one man busy 8 hours, continuously each day. Cases of this kind are being handled as fast as they come to me.

If you have such a case, or a case of help shortage, or any other grievance, the time to take it up is now, when the condition first exists. If you have a situation that is bad, or a complaint to make, it should not be allowed to run until you are censured or disciplined or get a reputation as being 100 per cent N. G. Lay your proposition before the superintendent in a proper and gentlemanly way, giving all the facts, keep a copy of your letters, then do the best you can. I would also be glad to have copies of such letters even though the grievance is not ready to submit through me. I frequently have an opportunity to discuss these matters with officials and may be able to help. Tell your side of the story first and do it before some inspector or auditor tells it for you and puts you in bad as has been done in several instances.

Can we afford to insist on applying our own or the inspector's ideas of handling the company's business, when same are absolutely contrary to instructions, such as delivering C. O. D. shipments without collecting. Bill of lading shipments without the bill of lading, or extending credit to draymen, etc.? Why not play safe? Run our jobs as near according to instructions as possible, and when instructed along a line that we feel is not right, ask that the instructions be placed in writing and signed, then we are safe. We have had several cases lately, that might or may turn out seriously, along this line. Why take chances, when the company instructs us not to?

WARREN E. BECK, L. C.

Mobile and Ohio Ry., Div. 24.

St. Louis Division—

Referring to my last write-up in March TELEGRAPHER, you will note, there were nine non-members on this division. I am glad to advise that since writing it two of

them have joined us, and are now O. K. cutting the list to seven. I am keeping after the seven and shall continue to do so, until they join.

I have just received word from the general chairman stating that all roads covered by the Southeastern Express Company have signed up with the Express Committee. He will mail all express agents a copy of the new agreement as soon as printed. You understand I am not a member of this Express Committee, only one from each road is selected, usually the general chairman. He will advise you fully by circular letter before this is in print.

Decision 757 of the Labor Board, effective March 16th, will no doubt have been read by all of you before this is published. Considering the 21 rules carefully, and from an impartial standpoint, I do not feel that we have been justly treated. We have been deprived of several concessions granted us before the war, which should not have been disturbed. However, the board, being the "Supreme Court" in this case, I am "sport" enough to accept it with a smile, and hope that the balance of you will do likewise. We should not have been born poor and had to work.

General Secretary-Treasurer Smart, of C. & N. W., Division No. 76, in an article published in the March TELEGRAPHER stated some concrete facts. I wish each member reading this would refer to the March TELEGRAPHER and read Bro. Smart's article. It is well worth the reading.

The Labor Board having eliminated our commencing time, established intermittent service at one-man stations, and the prospects looking like another unjust reduction in wages, the workers should wake up and realize that the time has arrived when we cannot give an inch. Please work absolutely by the contract, regarding hours and working conditions. Of course, do not sulk or refuse to perform any service when instructed by your superior, but if you are called upon or instructed to do anything which you consider is out of line, protest at the time, and then turn it over to your organization officers. This is the only way we can keep things going smoothly, and this applies to other roads as well as ours. I am handing you herewith a copy of a letter from Bro. S. H. Monroe, who was formerly employed on the south end. He is now in the mercantile business in Metcalf, Ga., but still carries a card in M. & O. Division 24. The letter follows:

Metcalf, Ga., Feb. 14, 1922.

Since the Grand Division at Savannah limited the subjects of correspondents and division news in the Fraternal Department to "matters of concern to the membership of the entire division, I shall endeavor to not say too much "out of the way."

I do not take the position of a critic with regard to the ruling of the convention, but briefly state that there seems to be a marked bit of indifference on the part of local and general chairmen toward imparting "beneficial information" to their respective divisions. Let's keep up interest in the work of the *individual* membership, each member must be made to feel that the order needs him as well as he already knows that he needs the Order.

Listen, boys (and girls, for I hope all the girls still carry their cards and have their jobs), there is a work for *you* to do; why I even find plenty to do away down here in Georgia and I haven't copied a "31" in years. I can keep goods off my shelves hauled over a scab railroad, I can pay my dues the "first go-around," I can read *Labor*, I can vote according to the dictates of my own conscience, and a thousand and one other things I can do, not directly for my own *personal* good, but for the good of the Order, for its membership and for future generations. Have you thought it over? What can I do?

Brother Hendley works all the time, he is a noble character. I have known him but twelve years, but I do know he has worked twelve years day and night, not for personal interests, but for Humanity. Let's help him and Bro. VanDevender. Let's line up every *non* on the division and pay every assessment and our semi-annual dues before June 30th.

Our Order has accomplished wonderful things and at the same time pulled us along for years, let's at least "push" and not be dragged. In these days of reconstruction or "perilous times" we must not entangle the "cost of high living" with the "high cost of living." We must get back to normal, we must forget the hardships we are suffering on account of the war; we must be strengthened by the experience of the past and make every opportunity count. Remember, boys, (and girls), we have a great Order, with officers from the highest to the least for which we should be very grateful. We are living in a wonderful age. There is a service for each individual. Let's serve our employers with the best of our being, our Order and humanity with cheerfulness, loyalty and determination, and God with a life of love and truth, and the world will be made better by our having lived in it.

Fraternally yours,

S. H. MONROE, Cert. 474.

We thank Bro. Monroe for his letter and good advice to the membership, and hope he will write again. I must take issue with him though on the question of the officers of the division publishing information. My files are open at all times to all members of the division, and all cases of grievances, etc., are read and discussed at each meeting.

It would be impracticable to publish the inside working of the division.

The flower, or emergency fund, is not being contributed to as well as I had wished. Following is report of the fund, April 15, 1922:

Jan. 1. Cash on hand.....\$42.75
Jan. 11. Contribution C. W. A..... 1.00

Total on hand, in bank.....\$43.75
Jan. 9. Flowers for funeral..... 10.00

April 15. Balance on hand, in bank....\$33.75

The 1922 seniority list has now reached each of you. I have found one error in same and have it up now with superintendent for correction. Suggest that each man check his name and see if the date on it is correct. If not, write me. In this way we can keep the list correct, which might at some time save confusion, in case an assignment was wrongly made.

Fraternally,

A. DOWLING, L. C.

Cotton Belt, Div. 27.

For the information of all those who donated to the J. H. Wile fund, our deceased brother, received following letter from his wife.

Mr. P. D. Neislar,
Texarkana, Ark.

Dear Friend: I am in receipt of the donation, started for Mr. Wile in December. I am sending each division a card of thanks for same and wishing for all his brothers in the Order many happy days for love and remembrances.

Your friend,

MRS. J. H. WILE,
704 W. Mission St.,
El Paso, Tex.

Suggest that we make our "slogan" on the Cotton Belt be—No *nons*, no delinquents, 100 per cent membership, perfect service, good will to all, and less we forget our old motto, remember and ever keep fresh in your minds of "No cards, no favors." We still have a few acorn eaters on this line. 'Nuff said. You can get their names from your local chairman.

P. D. NEISLAR, L. C.

Seaboard Air Line Ry., Div. 28.

E. C. Division—

You have no doubt read the decision of the R. R. Labor Board on our working rules. I have no comment to make, except that the board complied with the request of the roads even to the letter. We cannot expect anything from this board. I consider ourselves lucky. We have lost some important rules, yet we are not so far back that we cannot regain what we have lost, and more, provided the men stand by the organization and support it as never before.

We have just begun. Don't forget that this is not the last of it.

The most important question at present is *have you registered yet?* If not, do so today. Get in position to vote in all coming elections. Get interested in your town, county, state and national elections. Support friends of organized labor, and the farmer. Do not be afraid to ask all candidates where they stand; write them and ask that they make themselves plain. If you cannot get correct information from them, write some man in their town who will give you the facts. Pay no attention to press reports as to how candidates stand, they are all for the laboring man now, that elections are near. Look up their past record, that is what will tell. If you cannot get this information, call on me, I will gladly furnish you with record of any candidate, whether now in office or otherwise. Put some of your friends in the race in your town or county, and support them. Work for their election. This is our salvation, *do your bit*. Now a few words to the *nons* who have been reaping the benefits that we have been fighting for for many years. Are you a man or a weakling? We have supported you long enough, you have given excuses until you have run out, yet you still claim you are not able to line up. How about the other orders you have joined, and the money you are spending in town every week having a big time? Do you think you could do all of this if it wasn't for the O. R. T.? No, you would have to cut out some of the big times and go back to where you were 15 years ago, right where you should be, for a man that won't support the organization that is supporting him, paying his bills and keeping him in a job, should not have anything. How can you call yourself a man?

How can you face your fellow workman? Have you no shame? Do you think the company likes you better because you are a *nons*. Well, get that out of your head, the company knows that a man that won't be true to his organization, surely won't be to his company. How many *nons* go higher? Wake up, man, and get up to date, you are miles behind. You are going to be given one more chance, then if you still decline to be a man, and line up, the old slogan will be applied. *Don't be a slacker; be a man.*

The above refers to the *nons* who have refused for past few years to align themselves with their organization, and not to the new men who have recently come to this division.

I wish to thank all members on this division for their co-operation during the past year. You have been very prompt in paying up, thereby saving us a great deal of work and expense. Men and women like yourselves are what makes an organization

or business a great success. Keep up the good work. You have done splendidly in the past, and I know you will in the future.

Our committee will no doubt be convened in Norfolk at an early date to incorporate decision of Labor Board in new contract. A word to all: In the future when you are called upon to vote on any matter, please do not lay your ballot aside and forget to fill out, as so many did in the past. Your officers cannot protect your interest, when you keep their hands tied by failing to vote promptly. Please watch this in future. With best wishes to all for a prosperous summer.

Yours fraternally,

J. M. RICHARDSON, L. C.

Georgia Division—

At our last meeting held in Atlanta, Ga., there was a good attendance and all districts were represented. Thanks returned to the management of the New Terminal Hotel for the neat, clean, commodious committee rooms furnished us gratis for this occasion.

Decision 757 read and discussed. The eight actual hours over a spread of twelve, at a casual glance looks "fierce," but on application in the State of Georgia, will lose its "kick" the public having something to say as to hours depots must be kept open for their accommodation.

Our floral fund depleted, and overdrawn \$5.00 by last death. This amount is due Bro. O. B. Couey, Ex. L. C. Following the publication of this article, a subscription list will be circulated on this account, and it is to be hoped that each and every brother will subscribe something.

Absolute block on all passenger trains gave all extra men regular positions, and it is to be hoped that the extra men recently employed will at once "line up" with us by transfer or application.

More than the usual number of members have allowed themselves to become delinquent. Let us hope that these brothers are not "fair weather" members, and at the first sign of a storm seek insecure shelter. In the next issue of the journal, those from whom we have not heard will be published.

Local chairman reports a dearth of grievances—everything running smoothly. It is to be hoped that this is not the calm that precedes the storm.

J. F. HAMAGE, JR.

Missouri Pacific Ry., Div. 31.

Wichita Division—

It has been some time since we had a write-up in the journal, but am going to try and have one each month hereafter, if some of you brothers will assist me a little in sending me some notes from time to time, will be glad to send them in.

We were very sorry to hear of the sudden and unexpected death of Bro. Guy, who has

worked on Wichita Division several months at various places and at the time of his death was at Hutchinson, where he had been working the tower and was taken suddenly ill on his way to work one morning and taken to the hospital at which place he died about three weeks after being taken sick. I wish to thank the boys on Wichita Division for their subscriptions sent me to purchase flowers for Bro. Guy as a final remembrance, and wish to say that I purchased a very beautiful floral design and sent it with Bro. Guy's remains to his home in Indiana where he was buried.

Several positions pulled off during slump in business, but we hope they will be reopened within a short time.

Account of the heavy rains we are having considerable trouble with high water and Southern Kansas had difficulty in getting trains over division one day last week.

Boys, it's up to us to get our shoulder to the wheel in order to hold what we have gained in the past few years and unless we all line up and keep lined up, we are liable to lose all overnight. There are several on this division who are not members and when I write them I can't even as much as get an answer from them, yet they are willing to take all the benefits that the other boys are paying for.

Business extra good for this season of the year, and as soon as the cattle begin moving we may look for an increase in business and the opening of a few jobs.

Bro. Mohler advises he will be over our division in a short time and hold some meetings. Will let you know on what date he will be here and hope that every member will be able to be present at the meetings and meet Bro. Mohler personally.

Brother, is the man working next to you a *non*? If so, get after him and make him line up. If they don't wish to line up let's get after them so strong they will either line up or get off the job.

Every one can get a line on what the Labor Board did to us on their last decision and you can find it in the March journal. Of course if you are a *non* you won't get the journal, but ask some brother next you, as it only costs him a little each year, and he won't mind telling you.

Will be glad to hear from any of you, brothers, about anything, or if you have some notes send them to me.

W. E. EVANS, A. C. L.

C., R. I. and P. Ry., Div. 35.

Iowa Division—

The Labor Board sure shot us with a sour apple when they handed us the "split trick." That is going back to the dark ages of railroading. As our committee had no dispute with the management of this road as to hours of service, we contend the ruling does

not apply to this road. I hope we have this bugaboo out of the way before this article appears in print. It goes to show that if we didn't have representatives appearing before the board, looking after our interests, there would be absolutely nothing left for us.

If any of you are still on an intermittent assignment, by all means let the station take care of itself during the hours you are off duty. If patrons complain about your not being there to transact business with them, you can easily tell them you have orders to close the station during such and such hours, so they need not blame you. If they "kick," let them kick. The harder they kick and complain, the better for you. Let them make all the complaints and circulate all the petitions they want to, but you keep out of it, so the management cannot accuse you of being the instigator of it. Remind the public that this is one of the "benefits" they are deriving from an act commonly known as the Esch-Cummins law. Call their attention to the fact that there is to be an election this year and if they do not like the kind of service they are getting and the rates they are paying, they had better bury some of our congressmen in the cemetery of oblivion, from which there can be no resurrection. Put in a good plug for Col. Brookhart.

The O. R. T. meeting in Des Moines the evening of April 8th was very enlightening and interesting. Bro. Kay gave us all the latest news from the front. Twenty-two is not a bad attendance considering it was such bad weather. D. M. V. Division men could not get in, as no Sunday service on parts of that division and too muddy to drive. More of the Iowa Division men could have been there, and I hope you will never miss another meeting if at all possible for you to come. Three brothers there from Harlan, two from Guthrie Center and one from Brayton. If those who are located away up the branches can get in I believe you will agree with me that many of the main line men could. We want to have another meeting at West Liberty, joint with C. R. Division, before long, and one in Council Bluffs or Omaha, joint with Nebraska Division, if we can arrange it, and we hope to have record-breaking attendance at each of them. As First Vice-President Bro. Brown used to be our general chairman and most of us know him personally, I hope we can arrange to have him at the Omaha meeting to address the membership from a number of roads terminating there. When you go to a meeting do not hesitate to ask questions or bring up anything you want to.

Soon be time for dues for last half of current year. Please remit as promptly as possible and do not let some personal grievance prevent it. If something has happened that you do not like, remember there are lots

of things have happened that none of us like, but your dropping out of the O. R. T. will only make matters worse. Keep up to date all the time and you will never regret it or be ashamed of it, even if we do not go from one decisive victory to another until time shall be no longer.

H. N. DUTTON, L. C.

C., B. & Q. R. R., Div. 37.

Sterling Division—

I am just in receipt of a report from Bro. Rogers, G. S. & T., that the members of this division are paying up their dues nicely; only three delinquents to date, and no doubt they will be paid up before this appears in print; but if you are one of them who have not paid, kindly do so at once and let's not have a single delinquent on this division. We only have three or four *nones* left on the division now, and with your usual assistance we should have them on the right side of the fence in a short time. You should all practice the old slogan on these few rambling *nones*: *No card, no favors*. There is no excuse whatever why every man should not carry an up-to-date card, and those who are not with us are against us. We regret to learn that recently one of our good brother conductors, on a neighboring division, was given 30 days for not taking an order, as he felt that it was the work of an operator. You see he is one of the kind who wants to help some poor soul who has been cut off, and not deprive him of his bread, and we certainly appreciate the stand he took.

Brothers, give the company your best efforts while on duty and our organization your full support. If you cannot coax the *non* to come in and do his part, just keep a close watch on him, and if you hear of him remitting a part of his check to the company on account of it being too large and being overpaid for his work, then we will be satisfied that he does not believe in the principles of our organization, which has improved the working conditions on the system over 100 per cent. Let us forget little personal affairs. It's impossible to please everyone. We must get right down to business and all work together, as the capitalists always do; they never allow the wheels to slacken one bit. Look how all the different clubs work for membership. We can do the same. Let's all get busy and take a good hard poke at our few remaining *nones* and not let up on them until we get them in. I will be glad to send any of you a list of them. I don't think they want to see us always paying for something they are getting if we can only get them to look at it in that way. Now, brothers, keep your dues paid up, watch the man working with you and see that he keeps an up-to-date card, and if you have not already done so, sub-

scribe for *Labor*. You will get more actual information from one issue of it than by reading the daily press a whole year. Get this paper and see what our law-makers in Congress are not doing for us, and what they are doing to help the railroads, and bear these facts in mind when you go to the polls to cast your vote at the next election.

F. A. SENSE, L. C.

Pere Marquette Ry., Div. 39.

I have just recently taken over the books and records of this division and have been greatly impressed with the fact that for us to secure the greatest benefit from being organized, that it is necessary for each individual member to be an enthusiastic worker. Every member should take an interest in the affairs of the Order, for by so doing he is but taking an interest in his own affairs. It seems to me that the O. R. T. should be the biggest thing in the minds of its members, for it can truly be said that it is their bread and butter.

There are over one hundred who have not paid their dues for the current term. This is to be regretted, and I would urge those members when they do remit, that they take out an annual card. This semi-annual card system is out of date and requires the local chairman to put in most of his spare time tracing members for dues. We have, as I have already stated, over one hundred to round up, and by the time we get the most of them in it will be time for us to start and trace delinquents for the last half. A yearly card will do away with most of that. It should not be necessary for us to have to dun a member for his dues. That is not co-operation, and if the members will pay up on time we could put in our time at other work that we are now using in coaxing some of them to remit.

I will do my best to fill the office of secretary-treasurer to the satisfaction of all, and I ask for the assistance of each individual member. We must work together and I will give you the best that is in me. If you know where there is a *now* working, get after him to take out a card, notify your local chairman and send me a copy of your letter, and between us we will get him into the fold.

Yours fraternally,

E. R. McCOLL, Sec.-Treas.

Chesapeake and Ohio Ry., Div. 40.

Rivanna District—

Much has been said relative to political action on the part of organized labor, which at this time is imperative, that we all join hands and vote as a unit for candidates that are friendly to the worker. I wish to place strong emphasis on the importance of every member of our organization having the past record of each and every candidate for office investigated before casting your

vote. If you are not acquainted with the record of any candidate, same will be furnished you upon request from either your local or general chairman. I agree with Bro. Smart in his write-up in the March TELEGRAPHER, that it is one of two things—a change in the present administration or a revolution. Which do you elect? Our only salvation is political action, and we should not entertain the idea of the third party. Such a party would only draw from the other parties now existing. But we must select our friends and support them, regardless of being a Dem. or a Rep. Get the wife and daughter interested and go to the polls together and all vote for the sake and cause of humanity that we have through long years endeavored to attain, but which at this time is not as visible to me as it has been in the past. Pay your dues promptly and do not allow yourselves to become delinquent. Now is no time for deserters. The fight is on. Get after the *nows*. We have a few in our midst, I regret to state. See if we cannot make Division 40 solid before the lapse of another month. All this is essential to insure us victory through the industrial warfare which we are now passing. In conclusion, will request that you subscribe to *Labor*, not only for the paper but from every standpoint. This paper gives you all the news which should be interesting to every man that toils. Send the subscription price to the undersigned.

The grim reaper, Death, has called from our midst Bro. L. E. Ewers. In his untimely death we have lost a loyal member and a proficient employe, always alert both to the company's and organization's interest. The shock is appreciably felt by his co-workers and our hearts are filled with sorrow, but we humbly bow to the will of our Creator who doeth all things well. Our tenderest sympathy is extended the many loved ones left to mourn their irreparable loss.

Fraternally yours,

I. M. SPEARS, L. C.

Erie R. R., Div. 42.

You will note that recently another "rump" association has sprung up on the Erie, known as "The Erie Station Service Association."

Just one glance at the title of this "benevolent" society, or whatever it is supposed to be, should be sufficient for anyone to judge of its merits.

I am informed that this new "Association" is composed of a few supervisory agents who formerly belonged to the O. R. S. A. Finding the O. R. S. A. was a dead horse, they have swapped that off for another dead horse. There seems to be no reason to doubt, as is claimed, that the O. R. S. A. was originated and maintained by the managements of certain railroads. Apparently,

the object being to draw agents into it, to get them away from their real protection. Very few real men on the Erie fell for this. Now this same bunch, who swapped their first dead horse for another, equally as dead, find themselves right where they started. They can't get anywhere with their own little bunch and so are trying to induce agents who are in our schedule to join them, knowing full well that they have nothing to offer them. They have sent what is supposed to be an authorization blank to some of our scheduled agents, requesting them to give them the authority to represent them, knowing full well that we hold the authority to represent these agents and that we have done so for years, and that their positions are shown in our schedule.

This, alone, should be sufficient proof to any agent, represented by the O. R. T., that this rump association is a fake and that their object is to do them harm instead of good. They know they can do you no good. The general policy of this bunch is to simply accept what the employer may see fit to hand out, without having any voice in the matter. Long hours and most any old wage, no seniority. In fact it has all the earmarks of that old line of stuff practiced on the P. R. R. Absolutely no good, posing as kind of a "benevolent society." In their propaganda they state that the object of this "association" is to create harmonious relations between the company and the agents and to improve the efficiency. This organization has always done all of this and is still doing it. Knowing the purpose of the O. R. S. A. as we do, and that the "Erie Station Service Association" is its offspring, 'nuff said.

The few members they have seem to be composed of some of the supervisory agents. A number of the supervisory agents stated that they did not need any organization to represent them, that the company would take care of them. Evidently, they are being taken care of to such an extent that they find they need representation, and they want you to come over and help them out—give up something for nothing. Anything called an "organization" don't sound good to those gents; it's connected with "labor." If this minority wants real representation, they know how to get it; they told us they did not need it. Evidently they have come to the conclusion that you don't need representation either, and are trying to induce you to adopt their views. The waste basket is a good resting place for their literature; it all lands there so far as Erie men are concerned. Our men are too intelligent to fall for such stuff.

Two important disputes, still pending before the Railroad Labor Board are the question of the refund of the five days deduction and the question of dispatchers' roster sen-

iority. As before stated, these two cases were submitted to the board in August, 1921; hearing was had before the board on February 6, 1922; decisions not yet rendered. At my requests, many of which have been made since these cases were first submitted, Bro. Manion has made every known effort to get more prompt action on these cases from the board. We have left absolutely nothing undone to induce the board to give us prompt action. The many written pages of facts and the oral arguments presented would convince any fair-minded tribunal that our contentions should be sustained, and I believe they will be sustained; but as yet decision has not been rendered; but it is understood that action may be expected shortly. We will advise you all of decision as soon as received.

Since the day Decision 553 (Dockets 898) was rendered, I have used every means to have the company comply with same, their claim being that they were giving it consideration. As you will recall, this decision is in our favor, on the question of time and one-half for overtime. Evidently the company proposes to ignore this decision. I am re-submitting it to the board as a violation, with full explanation to the board regarding the company's action in the matter. At the same time we are submitting to the board for decision the question of the reclassification of a number of small stations, the reclassification of first trick at Middletown and the question of the company applying Rule 3 of Decision 757, split trick proposition. This rule does not apply to the Erie, neither side being a party to the dispute. All who are affected by this split trick application should keep a record of time worked while such is in effect and we will do our best to collect the difference when adjustment is made by the board. We are making special request to the board to give these matters more prompt action and will continue this effort.

Hearings on our wage submission will commence April 24th, at which time all general chairmen will appear before the board. We will do our level best in your behalf.

Faternally yours,

E. J. HESSER, G. C.

Canadian National Ry., Div. 43.

No new members this month. Had a couple of promises, but the G. S. & T. refused to give me credit for them; said he had to have cash, account schedule revision coming and we need the money.

Saw two pads of overtime tickets in a pigeon hole over a now's desk. They sure have nerve.

Another now said he would fix things up as soon as he got straightened out. Very kind of him, but we don't want to wait that long. Asbestos not having yet come into general use as money, I am afraid when

that guy gets straightened out he will not be in a position to remit.

Recently attempts have been made by the railway to deduct meal hours from men on overtime. For example, agents or telegraphers' hours of duty terminate at 17.00k and is held on duty until 21.00k, have had their tickets reduced one hour, claiming that they should have taken a meal hour off during the period from 17.00k to 21.00k. The general chairman rules that meal hours can only be claimed or assigned during regular hours of duty. Any tickets for which payment is declined under these circumstances should be turned over to me with the complete file.

Bro. W. G. Bladon, Kindersley, Sask., has been elected linemen's representative, Western District, and will handle all local matters pertaining to linemen in the future.

I have legal advice regarding income tax returns as affecting agents, which will be mailed under cover to any one requiring it.

I notice the Passenger Traffic Department Western Lines Monthly Bulletin No. 119, goes extensively into the matter of agents' bulletin boards. If it were not for the fact that No. 119 is dated April 1st, we would presume that the P. T. D. intended to requisition "weegee" boards for the assistant agents at certain points.

R. B. AINSLEY, L. C.

Edson Division—

All railways and companies are cutting their expenses to the last inch to proceed through the future with the least possible expenditures and yet expect to attain the best possible results for the future.

This depends largely upon the employees to whom the companies look to represent them in all classes of their departments, they expect of us the best, but do we receive in accordance with what they receive? It is hard to figure out how the management can expect their employees, to whom they look to represent them, to get out and solicit business for them and do so in a whole hearted way, while officials figure ways in which they can cut the wages of these employees to the finest and yet keep these employees to solicit business and represent the companies. This is being done the country over, and we have cases on our own division. There is only one way in which we can overcome this misrepresentation on the part of the management. We have to have the truth and the only way we can obtain it is to subscribe to *Labor*. It only costs \$1.50, and we receive in remuneration for this small sum thousands of dollars worth of truths we cannot obtain elsewhere.

Some of our members are very grievous and complain that they are not getting the square deal. When in doubt take it up with

the L. C. He's right on the job and will help you to right matters, but remember, make sure before you file a grievance that you are not the one to blame. Numerous cases have been fought and great expense created because the case had been misrepresented.

Bro. McCulla has a new scheme, which I think will be a great benefit to us all, and he asks that we all live up to it and it will do away with a lot of wrangling. You all received my 23 message in this connection. When bidding and cancelling your bids always send the L. C. a copy, and then you are sure that you won't be overlooked.

Bro. McCulla informed me on the 9th that he had appointed me as correspondent for this division. Our division has been dead so long in the correspondence line that it will take some time to bring it back to normal, so, therefore, any items that you think would be of interest send them along and I'll write them up for you.

We all get the Journal, so let's read it, start at the front and read clear through to the back; there is always information for you in it, so skip nothing.

Our division now stands 99 per cent. Only one *non* left. Get after him, those of you who are working with him, and don't rest till you have him lined up with us. I guess you all know who he is. *No card, no favors*, remember it. G. E. C., Cert. 2579.

Southern Pacific Ry., Div. 53.

Los Angeles Division—

The second year of normalcy is finding us gravitating toward lower levels. The Labor Board has labored and brought forth a nine-pound lemon, which, in its swaddling clothes, has been laid at our door. We have taken it in, but we don't like its looks and in time we will give the brat a good wallop. We're not going to father any of these unwelcome off-springers without alimony.

President Harding's Marion, Ohio, paper is opposed to Government ownership of public utilities. Fearing, doubtless, that if the Government owned a little more property it would be more particular in the selection of its chief executive.

The Non-Partisan League favors the shorter work day, workmen's compensation laws, the state power bill, the recall, referendum and initiative, Government ownership of railroads.

Will the forty odd members that do not have our paper *Labor* as a weekly visitor at their homes kindly straighten up and put across the \$1.50 necessary to make themselves eligible to its columns of valuable information. While it is true that the remainder of the membership will doubtless remain constant subscribers to this publication, knowing as they do, that publicity is our main fortification, yet you who are

not so aligned could be of material help in further introducing *Labor* where its influence is most needed.

It is claimed by certain scientific authorities that to pour out one's grievances to another has a major tendency to prevent the inroads of feeble mindedness. Now, then, if your organization doesn't suit you, if your wages haven't been properly adjusted, if it looks to you as though the agreement had been shot to pieces, just tune up your saxophone and start in. Collar the first member you find that seems to have an abiding faith in the integrity of the organization, and start your solo. Tell him if this or that isn't quickly adjusted that you expect to drop your membership. Tell him that it seems strange, etc. That you have been a member for so many years and that now, etc. That the local, general and grand officers are as follows, to-wit., etc. In fact, more than that, that the dues are, should be, or ain't. Waive nothing, leave nothing unsaid, spare no one, criticize this, condemn that. Go the limit, knowing, that your thoughtful confidante will, in sympathy, understand.

If you voted for the present administration in Washington, just keep quiet and no one may ever suspect it.

The Lawyers' Bill which will have a place on the November ballot, if passed, will make it necessary for the seller or buyer of a lot or piece of real property to engage an attorney to prepare all papers required in the transfer. A simple escrow that now costs \$2.00 will, if that bill carries, doubtless mean a law suit for both parties, and may require a galvanized wash tub to hold all the briefs stipulations, continuances, interim attachments, affirmations, and reversals. Look out. It has nine rattles and a button.

The Declaration of Independence chirped that all men are created equal, and to prove it, the following headlines taken from a single daily paper are quoted:

"Painting Bought by Huntington for \$850,-000 Revarnished to Give It Marine Hue."

"Gems Worth \$100,000 Stolen While Diva and Party Rest at San Juan Capistrano."

"Architect's Property Sold for \$77,000."

"Man Enriched \$1,166 Daily by Oil Well at Santa Fe Springs."

"Theatrical Man and Bride Purchase Residence on Oxford Blvd. for \$55,000," then again:

"Aged Pomona Minister Shoots Self and Sister Account Financial Reverses."

"Half Million Miners Ask Right to Earn More Than \$600 Yearly."

"Salvation Army Finds Many Destitute."

E. L. BURROUGHS.

Salt Lake Division—

I wish to call the attention of telegraphers to article 11, section B.

In order to place this article in league with article 3, section A, it was necessary to concede to the company this one exception. While article 11, section B, carries with it no exceptions, yet article 3 only allows one day's pay within each 24 hours if a man is available and ready for service.

The matter of the nine-hour law or train schedules preventing a man from reaching his assignment in time to resume duty without the loss of time, does not enter into the agreement whatever, and claims for time lost will be entertained, except when telegraphers lay off at time of transfer or are on vacation at time transfer is made to new assignment. It will readily be seen that if a telegrapher lays off he is not ready for service, therefore the company have a right to refuse to be penalized to the extent of one day's pay within each 24 hours in accordance with article 3.

Remember this is the only exception to the rule and all claims declined by the company for other causes are legitimate claims, and don't hesitate in following your claims up until satisfactorily adjusted.

E. C. PURYEAR.

Northern Pacific Ry., Div. 54.

Dakota Division—

At this writing Bro. Sam Johnson, general chairman, reports no further word from the wage board since our brief requesting an increase was submitted. While we are thus awaiting the verdict it surely behooves all of us to help maintain our 100% membership. To do this we must get the five remaining delinquents paid up, names sent upon request, and the earnest co-operation of everyone is solicited to that end. It is possible that two of the five delinquents are leaving the service and therefore may be taken off the seniority list, but the other three are essential to maintaining our reputation.

Congratulations are in order to my assistants and other enthusiastic members who helped cut down what was originally a large delinquent list. Lots of letters were written and good results accomplished.

The response to the call for donations to the flower fund was prompt and generous. Bro. Underwood at Elgin, reporting \$60.00 received, \$14.00 paid out, leaving a balance of \$46.00, with many more members promising to send their \$1.00 soon. I trust all who overlooked sending their check will do so out of fairness to those who have already sent their one simoleon.

A sincere card of thanks addressed to all O. R. T. members of the Dakota was received from Mr. and Mrs. H. Raeshke, parents of Bro. Walter, who died suddenly at Hesper from flu-pneumonia, also from Bro. Harry Raeshke, 2nd Bismarck, who especially mentioned the boys on the Oberon

branch and Asst. H. H. Flowers at New Rockford.

Add Bro. Geo. Delemore to your list following Bro. Wm. Sorenson, a recent arrival from the W U at Jamestown, with an up to date card.

One of the briefs, prepared by Bro. Johnson, sent over the division for signatures, showed up in Mr. Dildine's office at St. Paul by railway mail and Bro. Johnson has issued a letter cautioning in this regard to forward by U. S. mail or care of the conductor from station to station. There are two on this division and should be returned to this office soon as the rounds are completed.

Most of the stations report an increase in earnings for March and all indications point to a general picking up of business. This should mean more work and employment for those brothers who are idle and bucking the extra list.

It is to be hoped those who do not belong to the Annual Card Club, and they are in the minority, will try to remit their \$7.50 dues, plus the assessment for next term, promptly so that much of this extra labor and letter writing can be eliminated.

Still have a good supply of late seniority lists which will gladly forward on request. Those members who have not remitted the \$1 for flower fund kindly use the list as an excuse to write either Bro. Underwood or myself and attach check.

The ruling of the board on roads where the O. R. S. A. is supposed to have had schedules, by throwing them overboard and leaving it up to a referendum by the men as to whether the O. R. T. is to represent them or not, is another nail in the coffin of this mushroom organization and ought to make every agent a better O. R. T. man than ever. Time will prove that the O. R. T. and not the O. R. S. A. has been, and always will be, the only real honest-to-goodness representative body for station agents. By helping to keep a 100% membership the O. R. T. will prove it merited this confidence. Remember, if the old Dakota closes 1922 with the same 100% membership it will be the fourth consecutive year and a very worthy accomplishment. It can be done!

Fraternally yours,
HOWARD H. ELLSWORTH, L. C.

Yellowstone Division—

Bro. L. C. Keely, Mandan, has been appointed assistant local chairman. Refer to your seniority list and remove therefrom as out of service on this division Nos. 121 and 123, and remove star from No. 129.

Business is on the increase, our company reporting a very decided increase during the month of February and March over the same period a year ago, which indicates that the alleged high wages paid labor is not holding

back business. Irrespective of wages paid, business will recover as soon as money loosens up. Good wages paid labor is one of the best stimulants to business we know of.

Member of the wage board, Mr. Hooper, recently made it plain that wages were not to be traded off for prospective rate reductions. We hope the board will keep this declaration in mind in making a decision. Anyway, why should labor be made to bear the burden of reduced rates? Surely we have already been deflated enough.

The few delinquents we had the beginning of this term, are rapidly disappearing, and a glance at our seniority list confirms the assertion that ~~now~~ members are very few, and we hope that few will soon awaken to their own needs and welfare. Everyone working under our splendid schedule should pay their bit toward the running expense and not live off the labors of others.

Give good service to your company and the patrons of the road—note we use the word "patron" not "public," as we are unable to discern the difference between an employe of a railroad and any other member of the public.

The recent decisions of the wage board seem to settle the question of jurisdiction to our entire satisfaction.

Unless the membership supports the flower fund a little better, we are considering the advisability of disbanding this part of our organization on this division, we shall be glad to have the matter discussed among the membership.

Keep up to date, support your committee, and let's all pull together for the coveted 100% membership this year.

With best wishes, I am,
Fraternally yours,

E. A. BRAND, L. C.

Louisville & Nashville Railroad, Div. 58. Nashville Division—

We sincerely regret to find that a good many of the boys have not as yet paid their Local and M. B. D. dues, and it seems as they are dissatisfied with their working agreement and rate of pay. Boys, it sure is a gross mistake you are making, and if it were not for the few that have the grit to stick, you would be working for a far less wage than you are at present. Yes, they are carrying you on their backs, and I suppose they will continue to do so until you gain enough manhood to carry yourself. I suppose you are aware of the fact that the company is continually striving and putting forth every effort to have your wages reduced, and what is the O. R. T. doing? They are putting up one of the strongest fights that has ever been made by any organization for their members' just rights. Our able and capable committee has been in Louisville a little more than three weeks, trying to com-

plete our working agreement, and as you all know, this has been rather expensive to our craft. This and many other things that I could mention, would space permit, should give you same idea as to just how your money is consumed that you pay into the treasury. However, it has yielded the biggest dividend of any dollar that you ever invested.

I agree with the boys on the extra board and others who are unable to understand as to the advertisement and assignment of positions, and I want to assure you it is no fault of our local chairman, as he is constantly after the division officials as to the violating of the agreement. All of you are, I suppose, aware of the fact that the night ticket clerk's position at Pulaski has been advertised since the 11th of February, and at present this position is unassigned, account disqualification of the boys who have bid on the position. It will not be necessary for me to tell you just how big a job this is, but I doubt if they will find a man big enough to handle it, except the one that is working it now.

Don't get the impression that the O. R. T. is not advocating better service, and we want our members to become more competent and qualified for all positions. We have tried to emphasize this fact, and we feel that when we have done our best, and have given the best that is in us, we should have a square deal, and a living wage.

Do you understand why the railroads have made a proposition to the Big Four Brotherhoods and assured them that they would not ask them to accept any reduction in wages, if they would agree not to claim overtime after eight hours' service? Why do they want a settlement with the Big Four? Because they are 100 per cent organized.

I would like to know if the agents and operators are not just as essential to running a railroad as any craft of the Big Four? Understand, we are not complaining of the engineers or conductors getting too much money, for we believe that no railroad employe who performs actual service is overpaid; but I cannot say as much for some of the many different kinds of claim agents that go over the division. But why make a difference?

Bro. S. J. Ledbetter, who is now in Boston taking special treatment, wishes to express to all members of the O. R. T. his heartiest thanks for the nice sum contributed to him, amounting to something over \$100.

R. H. B., Cert. 54.

A. T. and Santa Fe Ry., Div. 61.

It is hoped that when you read this article you will have been furnished a copy of our new schedule which was signed up in Topeka on April 1st and became effective March 16th—the effective date of the rules handed down by the Labor Board.

We were the first division in the country to sign up after the board's decision, handed down March 3rd, covering our class of employes.

We have without doubt the best schedule in the United States for employes of our craft. This was made possible by the support you gave your committee and your committee's conservative, persistent effort. The management has placed great faith in us as an organization—in our honesty and integrity as employes and in the willingness and ability of our committee to discharge every obligation arising in connection with or under the contract. Let us see to it that as an organization and as employes individually we do not give them cause to regret the confidence reposed in us.

By the time this reaches you the acute seasonal depression will have very materially improved. The present year will without doubt prove to be a brighter, better and more prosperous year for us than the previous one.

We still have a few delinquents and some non-members who, under some pretext or other, neglect or refuse to get up to date and to co-operate with us, who are carrying the load and paying the bills. As the beehive has its honey-makers and its drones, so does every organization have its workers and its shirkers. On the one hand men who are the soul of honor, on the other men who are lacking in self-respect.

Since our efforts thus far have been crowned with such splendid success, surely every self-respecting man and woman of our class cannot longer withhold from us the moral and financial support we have every right to expect. Let us continue anew the age-long fight for a "living wage" and the better, brighter things of this life.

Fraternally yours,

V. A. GENDRON, G. S.-T.

Great Northern Ry., Div. 70.

Kalispell Division—

I am glad to report that Bro. Morgan is now lined up with us again. That makes the division practically solid, for which we should feel very thankful, as we are not paying dues for a bunch of operators that are receiving the benefits of the Order and not doing their bit towards its support. You can't get anything out of a union unless you put something into it, at least that's what I heard.

Our delinquent list is cut down to three, but I know these boys will be up to date before June 30th, when they would be dropped from the rolls. They are all regular assigned men, so we will assume for the time being that they have overlooked paying their dues on account of being too busy and not because they have not the money. We have only two regular assigned non-members

on the division, which makes the Kalispell Division one of the leaders on the Great Northern System for percentage of membership. We must exert every effort to live up to the book of rules in every respect in our work. We are expected to railroad by them to the letter; no past practices will be considered when you are up for investigation. It is either a case of "did you break the rule or did you not?" Operators signing "31" train orders, when they are not authorized to do so, are breaking a rule, and a very important one at that.

I have received letters from some of the members on the west end complaining that they did not get the list that went around for Bro. June, as I discontinued the list after it passed Kureka; any members that want to subscribe can send the money to me and I will forward same to Bro. June.

We all regret very much the unusual severity of the discipline handed out to Bro. Ray Holcomb, of Essex, and trust that he will be successful in being reinstated.

P. A. IRVIN, L. C.,

Chicago and Northwestern Ry., Div. 76.

Irwin, Ia., April 13, 1922.

We desire to thank all the railway men for all the kindness and sympathy received during the illness and after the death of our dearly beloved husband and father, also for the beautiful floral offerings and words of appreciation for his long and faithful service to the O. R. T. and the C. & N. W. Ry.

(Signed) MRS. P. NELSON,
ANNE NELSON PFUND,
LILLIAN NELSON TRIMBLE.
Yours fraternally,

D. C. SMART,
General Secy. and Treas.

Ashland Division—

Have not heard from any of you brothers in regard to keeping up this write-up. Perhaps it does not suit you on account of no personal items mentioned, but I must conform to the new rules of the Fraternal Department. Remember two years ago when I wrote personals in the write-up, only one brother helped me out once in the eight months, which would have made others quit, so I demand co-operation this time.

This may be a little early but be sure to have your dues ready to be mailed in for year-end card on arrival of notices, which will arrive after June first.

The Federal hours of Service Law (Public No. 274) under which we work and sign for in the Telegraph Operators' Transfer is fully explained on page 256 March copy in write-up of Local Chairman Kramer, Eastern Division of Penn. Ry. Most of us have often desired to read that law and know what we were signing for.

Read Bro. D. C. Smart's article on page

275 March copy addressed to all members Division 76. It is not often that such stimulating matter is offered for digestion, and we should take courage when voting for a strike. Do not let our wages backslide, but make a stand for every reduction with a fight to let the Capitalists know we are strong.

Why not take the hint of *Labor* and our journal to ask your congressman or senator for a copy of the testimony given by Wm. G. McAdoo, Walker D. Hines and Dr. Frank Warne, before the interstate commerce committee of the United States Senate and learn what these gentlemen had to say in regard to railroad workers and their working conditions with pay, also about inflating stock values.

Along comes Daniel Willard, president of the B. & O., contradicting the above named gentlemen in regard to Government Ownership, declaring nothing had been developed to show that Congress erred in returning the roads to their owners, and that private operations of railroads promises to solve the transportation problem if the carriers are given "a fair chance." To cap the climax, he declares the Government returned the roads in a worse condition than when they were taken over, and emphasized the fact that two per cent more freight was carried in 1920 after the termination of Federal control than while in charge of the Government. Knowing that 1920 was an exceptional year just before the inflation burst, is it a wonder? Now that "Normalcy" is here, what about increases in traffic? This is real Wall Street patriotism. Why did he resign?

John L. Lewis, president of the United Mine Workers, is conducting a very orderly strike and winning the sympathy of the people, but at the same time is demanding that the Government should listen to the miners' plea for a six-hour day and five-day week as the minimum time to be worked for decent living wages and conditions. He said: "The miners have never accepted the principle that wage increases should be tied down to the bare cost of living. That theory would chain workers to a fixed economic level for always."

The Erie and the Western Maryland railroads have installed a farming-out policy for its shop employees in violation of the Transportation Act, and so a strike was called to uphold the law pending adjustment of the policy by the Railroad Labor Board, which will also decide whether the shop employees are working for contractors or the railroads. It is a very critical situation for working people, because the Capitalists are ready to bring "Normalcy" by slashing wages to the pre-war level with modern prices for living necessities whenever the people make no protest against it.

It is with regret and sorrow, we record

the death of our former member, R. J. Carter; Father of Bro. P. R. Carter, agent at Rosholt and grandfather to Bro. E. W. Brown, telegrapher-clerk at Wausau. He passed away March 24th, at 5 p. m., at the home of his daughter, Mrs. Edward Baker, in Antigo, as the result of a stroke of apoplexy.

Wish that all members would subscribe to *Labor* as it is our paper, and are assured the real facts in events taking place in labor circles, and after reading it awhile you can set back and watch the rest enjoy your wisdom. It prints the doings of Congress which the press objects to.

Now boys, if you enjoyed this write-up and wish for more, why not forward some memos and notes about facts you would like to see discussed, and I will give it a start.

Do not forget to harass the enemy within our ranks. Yours fraternally,

A. S.

Texas and Pacific Ry., Div. 83.

Rio Grande Division—

With deep sorrow and regret, I beg to report the death of Mrs. W. C. Tatom, mother of Bro. W. C. Tatom of this division.

A beautiful floral offering was contributed through the Order by members whose names appear below, Bros. Frame, Littlefield, Harrison, Henderson, Andrews and Chatham, the latter two having contributed for a second time since the division flower fund became known to the members of the division. Through this fund we have been able to contribute to those who in sorrow mourn the loss of a loved one.

Again, due to the untiring efforts and the interest in which the brothers at Abilene put forth, we are able to get an order almost any hour of the day or night for a floral wreath.

I will be glad to hear from any of the membership, whether I be suggestion or otherwise, on the subject of the flower fund; if you have anything to say pertaining to the matter, get the old mill down and let's have it.

Fraternally,

J. B. JARRELL.

Ann Arbor R. R., Div. 164.

I am trying to have a write-up every month, if possible. However, as stated before, it will require some assistance, and if some of you know of anything just drop me a few lines and I will take care of the rest.

You can now call Agent Chilson, Bro. Frank Wesley, who has just received an up-to-date. I understand Mr. Cutting, Co-hostoh, is on leave of absence, relieved by Mr. McGuire. Mr. Cutting will be lined up on his return.

If Mr. McGuire is not lined up, see that he is before leaving F. There are only three or four *nons* on this division. Expect to have this division 100 per cent before our next schedule. Our schedule is in effect till January 1, 1923. Now let's see to it that the management does not reduce our wages; only way to resist is 100 per cent. Let's go!

Fraternally,

A. LADOUCEUR, L. C.

The Voter.

(From Kipling's Viewpoint.)

A fool there was, and he cast his vote
(Even as you and I),
For bewhiskered pants and old worn coat
And for grub on which he didn't dote;
He voted for Alderman Bunk you'll note
(Even as you and I).

Oh, the work we do for the favored few
And the miserable wage we get;
We crack the nuts, they take the meat,
They hand us chaff and take the wheat,
And to make our bondage more complete
We vote for this system neat.

A fool there was, and he goods had none
(Even as you and I),
He worked all day from sun to sun,
He got no cash, so he worked for fun;
But he voted for Alderman Bunk—who won
(Even as you and I).

Oh, he worked for fun from sun to sun
And he plotted and schemed and planned;
But he just could not make both ends meet.
To keep his child warm, he froze his own feet;
But the kid hadn't half enough to eat,
And he couldn't understand.

The-fool was stripped of his foolish hide
(Even as you and I),
They couldn't use that, though they may have tried,
And when he grew old, he was kicked aside,
For his legs lived on, though his head had died
(Even as you and I).

It isn't the shame, and it isn't the blame
That stings like a white-hot brand;
It's the cursed foolishness of a Jay
Who'll work long hours for rotten pay,
And vote for the bunk on election day
And will not understand.

**SEND IN
THAT SUBSCRIPTION
TO
LABOR**

**Through Your Local or General Chairman
or General Secretary-Treasurer**

\$1.50

For One Whole Year

SEND IN TODAY



Assessment No. 149 was due Jan. 1, 1922. Time for payment expired February 28, 1922. All remittances for Assessment No. 149 **MUST BE ACCOMPANIED BY THE ASSESSMENT SLIP SIGNED IN INK.**

AMOUNT OF ASSESSMENTS.

On \$ 300.00 (Series A).....	\$2.40	per year
On 500.00 (Series B).....	3.60	per year
On 1,000.00 (Series C).....	7.20	per year

BENEFITS PAID IN APRIL, 1922.

Claim No.	Name.	Cause of Death.	Div.	Cert.	Series	Amount
3762	John D. Scott.....	Apoplexy.....	43	1612	A	\$ 150.00
3762	Chas. H. Wormley.....	Cerebral apoplexy.....	17	131	C	1,000.00
3765	Emmett S. Park.....	Chronic interstitial nephritis.....	40	1058	A	1,000.00
3766	Frank Lynch.....	General paralysis of the insane.....	76	1493	A	300.00
3767	Harry L. Simcox.....	Apoplexy.....	60	3	B	500.00
3768	James P. Bradley.....	Apoplexy.....	36	359	C	1,000.00
3769	Frank E. Down.....	Diabetes mellitus.....	8	129	C	1,000.00
3772	Thomas C. Anderson.....	Syphilis.....	36	216	C	1,000.00
3773	Frank G. Whitacre.....	Fatty degeneration of heart.....	G	40	B	500.00
3774	Reuben D. Kaercher.....	Myocarditis and nephritis.....	39	18	A	300.00
3775	Chas. S. Mathieson.....	Gallstones and appendicitis.....	7	403	B	500.00
3776	Thomas B. Williams.....	Pneumonia.....	G	114	C	1,000.00
3777	Ward D. VanVelson.....	Cardiac insufficiency.....	37	1399	C	1,000.00
3778	Wm. S. Nicely.....	Acute bronchitis.....	17	807	A	300.00
3779	George Lowell.....	Uraemia.....	8	762	B	500.00
3780	Elmer Adams.....	Meningo-encephalitis.....	37	1079	A	300.00
3781	Albert Hayes.....	Accidental injury.....	59	1033	C	1,000.00
3782	F. R. Krome.....	Influenza.....	26	181	B	500.00
3783	Milan E. Jacobs.....	Acute nephritis.....	29	1163	A	300.00
3784	Geo. B. Franklin.....	Gangrene of intestines.....	72	135	C	1,000.00
3785	Jno. D. Abbott.....	Angina pectoris.....	28	1	B	500.00
3786	Leon T. Ewers.....	Acute alcoholism.....	40	2108	C	1,000.00
3787	Harry B. Ramsey.....	Operation for turbinates.....	17	5689	A	300.00
3788	Robt. H. Smith.....	Influenza.....	56	146	C	1,000.00
3789	Jno. W. McGuire.....	Croupous pneumonia.....	10	945	B	500.00
3790	L. M. Cornwell.....	Influenza.....	173	29	A	300.00
3791	Frank Rupley.....	Fatty degeneration of heart.....	17	29	C	1,000.00
3792	Jno. W. Graff.....	Rheumatoid arthritis.....	124	349	C	1,000.00
3793	C. W. Mitchell.....	Pneumonia.....	42	431	C	1,000.00
3794	Robt. E. Haynes.....	Chronic nephritis.....	111	262	C	1,000.00
3795	Horace E. Crowe.....	Duodenal ulcer.....	29	598	B	500.00
3796	S. R. Flock.....	Chronic nephritis.....	29	1050	C	1,000.00
3797	L. D. Johnson.....	Angina pectoris.....	42	36	C	1,000.00
3798	H. S. Smith.....	Thrombosis of coronary artery.....	41	589	A	300.00
3799	Edw. Gauthier.....	Septic endocarditis.....	23	427	B	500.00
3800	Wm. M. Knott.....	Apoplexy.....	53	491	C	1,000.00
3802	Peter Nelson.....	Septic pneumonia.....	76	194	B	500.00
3804	Jno. H. Pace.....	Myocarditis.....	G	304	C	1,000.00
3805	Michael Downey.....	Lobar pneumonia.....	42	2048	C	1,000.00

\$27,550.00

FINANCIAL STATEMENT—MORTUARY FUND.

Receipts

Received on assessments to March 31, 1922.....	\$3,157,593.00
Received on assessments April, 1922.....	2,285.10

\$3,159,878.10

Disbursements.

Death claims paid to March 31, 1922.....	\$2,394,048.87
Death claims paid in April, 1922.....	27,550.00
Assessments refunded account rejected applications.....	5,972.33
Assessments transferred to dues.....	437.99
Balance cash on hand credit Mortuary Fund, April 29, 1922.....	731,868.91

\$3,159,878.10

Secretary and Treasurer,
Mutual Benefit Department,
7th Floor Missouri State Life Bldg.,
St. Louis, Missouri.

Hamilton Watch

"The Railroad Timekeeper of America"

Can You afford to have an inaccurate Watch?

Is it any economy to buy an undependable watch?

Or are you willing to accept the verdict of the thousands of American Railroad men and buy the watch that will render you year in and year out enduring, dependable, accurate time?

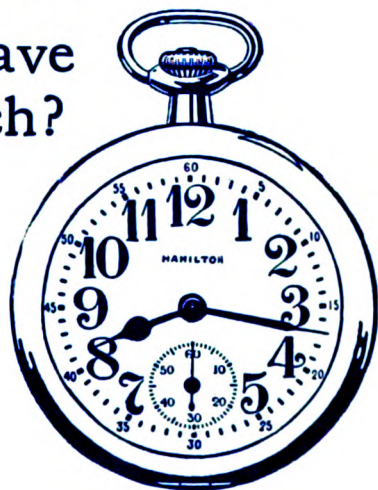
The Hamilton Watch for thirty years has been built to meet the Railroad man's requirements. Built to stand the hard usage to which railroad service puts it. Built with only one idea in mind—to serve the Railroad man for years by giving him true time all the time.

For time inspection service the most popular watch on American Railroads is the Hamilton No. 992—16-size, 21 jewels.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

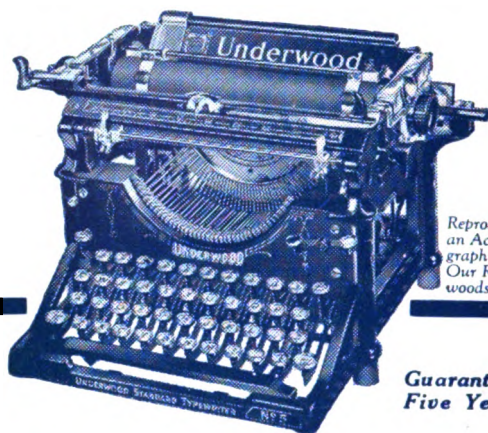
Prices range from \$40 to \$200; movements alone \$22 (in Canada \$25) and up.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.



The "Lackawanna Limited," crack train to New York City on the Delaware, Lackawanna & Western, is piloted by a veteran engineer and run on Hamilton time. Engineer Charles Stevenson has been at the throttle for nearly three decades, and for 19 years has relied upon his Hamilton Watch for the right time.

41 Cash Prizes will be Given Away



Reproduced from an Actual Photograph of One of Our Rebuilt Underwoods.

Guaranteed Five Years

\$3 DOWN Puts It In Your Home

Yes, that's just what we mean. This genuine Shipman-Ward Rebuilt Underwood sent to you for ten days' free trial. Put it in your home by paying \$3 down—we'll refund that \$3 and pay transportation charges both ways if you don't want to keep the Underwood. See for yourself—compare our Underwood with any other typewriter, new or rebuilt, at any price. If you decide to keep it, you can pay on easy monthly payments—little more than rental.

Less Than Factory Price

Just think of it! Less than the factory price of a new Underwood and yet it's impossible to tell a Shipman-Ward Rebuilt from a brand new machine in appearance, durability or quality of

work. The same three full-size models being made and sold by The Underwood Company today—the same up-to-date features! Two-color ribbon, back-spacer, stencil device, automatic ribbon reverse, tabulator, etc. And the famous Underwood feature—absolutely visible writing—the entire line of typewriting is visible at all times. Standard 4-row single shift keyboard.

Easy Payments

Remember, it doesn't cost you a penny to try the machine. Then, you may pay cash at a substantial discount, or monthly payments so small that you will never miss them. Either way you get the world's standard typewriter at a big cash saving to you. Get all the facts now—mail the coupon today.

Typewriter Emporium SHIPMAN-WARD MFG.CO

"The Rebuilders of the Underwood"

Also Manufacturers of

THE LIGHTNING COIN CHANGER

Est. 1892 2405 Shipman Bldg. Ravenswood and Montrose Aves. Chicago

SHIPMAN-WARD MFG. CO.
2405 Shipman Bldg., Ravenswood & Montrose
Avenues, Chicago.

(PLEASE MARK WITH A CROSS)

- ☐ Please send full particulars about your Thirtieth Anniversary Contest.
- ☐ Also send me your beautiful Catalog and tell me how I can get a Shipman-Ward Underwood for \$3 down. This does not obligate me to buy.

Name _____

Street or R.F.D. _____

Post Office _____ State _____

Mail It Now!



Act Today!

First Prize \$500

Big Shipman-Ward 30th Anniversary Contest Open to Every Reader of This Publication. No Purchase Necessary. No Obligation! —

Here's an amazing offer! A contest that's different from anything you ever heard of before! It means real money for you. And there's no obligation, purchase, lottery, guessing, fees, or payments of any kind! We are giving \$1,500 away, and anybody in the U.S., except our employees, is eligible!

THE PRIZES

FIRST PRIZE	\$500.00
Second	250.00
Third	100.00
Fourth	50.00
Fifth	50.00
Sixth	50.00
Seventh	25.00
Eighth	25.00
Ninth	25.00
Tenth	25.00
Eleventh	25.00
Twelfth	25.00
Thirteenth	25.00
Fourteenth	25.00
Fifteenth	25.00
Sixteenth	25.00
Seventeenth to forty-first	25.00

TWENTY-FIVE \$10.00 PRIZES

We make this big contest offer in celebration of our thirtieth business birthday. Since 1892 this company has been in business in Chicago, and boasts over 337,000 enthusiastic customers. It isn't necessary to own a Shipman-Ward Rebuilt in order to compete in the big profit-sharing contest. Any reader of this paper, excepting our employees, is eligible. Just sign the coupon to the left, and get the full details now.

Our contest plan is so simple that anyone has a good chance of winning. Don't delay, get your chance to win hundreds of dollars in cash absolutely FREE. Just sign the coupon and mail it as soon as possible. That's all—and you're under no obligation. So tear out the coupon now!



This is a photograph of the Shipman-Ward Plant. The big Anniversary contest marks the 30th year of this company in Chicago. In this plant are manufactured the famous Shipman-Ward Rebuilt Underwoods.

VOLUME
XXXIX



NUMBER
SIX

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY IN St. LOUIS, MO.,

By

The Order of Railroad Telegraphers

Subscription Price

\$ 1.00 Per Year.

1886

1922

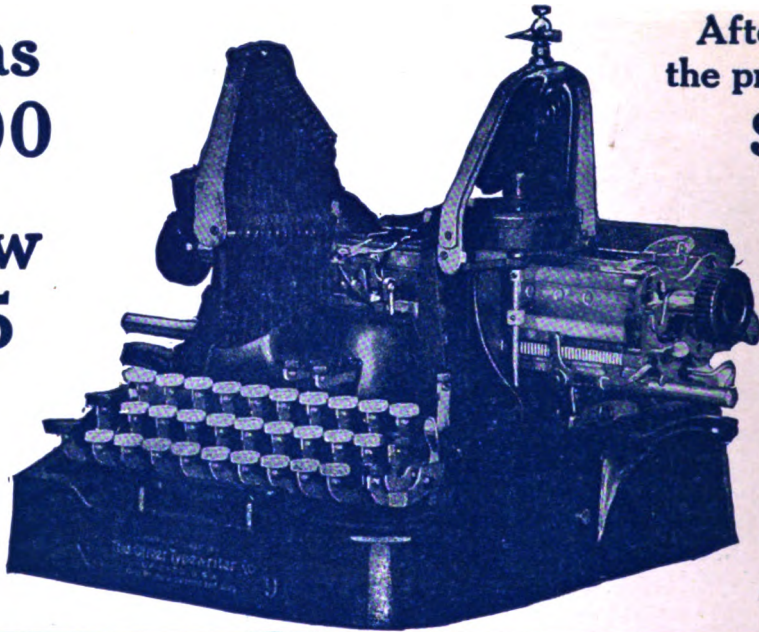


ROY H. JAMES.

Entered as second-class matter under Act of August 24, 1912, on January 30, 1913, at the Post Office at St. Louis, Mo.

Acceptance for Mailing at Special rate of Postage provided for in Section 1103, Act of October 3, 1917, Authorized on July 28, 1918.

Was
\$100
Now
\$55



After July 1st
the price will be
\$65

The present price of \$55 has proved too low, so in order to maintain Oliver quality the price will be \$65 after July 1st. This advance notice gives you the opportunity to save \$45 if you act quickly.

ONLY \$4 A MONTH
AFTER FREE TRIAL

Merely mail the coupon *now*—send not a cent in advance. Act quickly—the present price lasts but a short time. The Oliver comes to you at our risk for five days free trial in your own home. Decide for yourself whether you want to buy or not. If you don't want to keep the Oliver, simply send it back at our expense. If you do agree that it is the finest typewriter, regardless of price, and want to keep it, take over a year to pay at the easy rate of only \$4 a month.

Last Chance to Save \$45

During the war we learned many lessons. We found that it was unnecessary to have such a vast number of travelling salesmen and so many expensive branch houses. We were able to discontinue many other superfluous sales methods. As a result,

\$55 now buys the identical Oliver formerly priced at \$100.

Our Latest and Best Model

This is the finest and costliest Oliver we have ever built. It has all the latest improvements. It has a standard keyboard so that anyone may turn to it with ease. Try this Oliver five days free and prove its merit to yourself.

Among the \$55,000 Oliver purchasers are such distinguished concerns as:

Columbia Graphophone Co., Pennsylvania Railroad, National City Bank of N. Y., Boston Elevated Railway, Hart, Schaffner & Marx, U. S. Steel Corporation, New York Edison Co., American Bridge Co., Diamond Match Co., and others of great rank.

After July 1st, the price of the Oliver will be \$65. As the present price of \$55 has been widely advertised, we want to be perfectly fair and announce the price change in advance. If you act quickly, you can obtain the \$100 Oliver for \$55. Note that the coupon must be mailed before midnight, June 30th.

Send No Money

No money is required with the coupon. This is a real free trial offer. All at our expense and risk. If you don't want to keep the typewriter just send it back, express collect. We even refund the outgoing transportation charges, so you can't lose a penny.

Mail the Coupon

Note the two-way coupon. It brings you an Oliver for free trial or our catalog and copy of our booklet "The High Cost of Typewriters—The Reason and the Remedy."

Canadian Price, \$75

The OLIVER
Typewriter Company

1506 Oliver Typewriter Bldg., Chicago, Ill.

THE OLIVER TYPEWRITER COMPANY, 1506 Oliver Typewriter Building, Chicago, Ill.

☐ Ship me a new Oliver No. 9 Typewriter for five days' free trial. If I keep it I will pay \$55 as follows: \$4 at the end of trial period and then at the rate of \$4 per month. The title to remain in your name until fully paid for. If I make such settlement at the end of trial period I am to deduct ten per cent and remit to you \$49.50. If I decide not to keep it, I will ship it back at your expense at the end of five days.

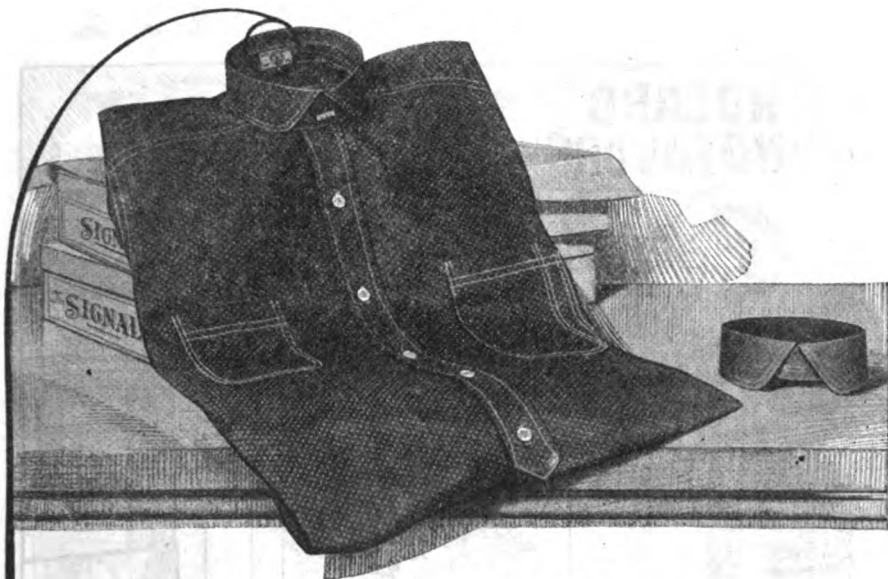
My shipping point is _____
☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your free catalog and further information.

Name _____

Street Address _____

City _____ State _____

Occupation or Business _____



The Value of Signals

You railroaders—you know the value of signals. They spell **efficiency** and **progress** with **safety**. Without signals to go by every railroad right-of-way would be constantly cluttered up with wrecks.

Signal Shirts are well-named because they represent **wearing efficiency** and protection against **shirt wrecks**. Just as you know the value of railroading signals, you ought to know the practical value to you of **Signal Shirts**.

First of all, Signal Shirts are made of tub-test fabrics. They don't lose their fit in the wash and they wear like iron. They will make your daily run with you for months, with periodical lay-offs for laundering, without losing their tailored appearance or showing any bad signs of wear. And they are comfortable and roomy all the way through—no binding at neck, shoulders or arm holes.

Made in several patterns, with two detachable laundered collars or soft collar attached.

Ask your dealer, or write us giving your size and dealer's name.

HILKER-WIECHERS MANUFACTURING CO.
Dept. 1246 Racine, Wis.

TRADE MARK



Signal

SHIRTS & OVERALLS



What a pleasure it must be for the veterans, who for twenty-five years have so unflinchingly championed the cause of Liberty and Fraternity, to see so many on the Honor Roll. Let June 30th find all of us paid up, carrying an up-to-date card and following in the footsteps of those grand old veterans.

—Burford.

JUN 23 1922

THE RAILROAD TELEGRAPHER

E. J. MANION, Editor and Manager

115

Vol. XXXIX

JUNE, 1922

No. 6



Final resting place at Kirkwood, Missouri, of A. D. Thurston, first President of the Order, and monument erected in his honor by the Grand Division.

AN ANNOUNCEMENT

THE WAGE CONTROVERSY

It is now definitely known that a decision by the United States Railroad Labor Board in the dispute relative to the requests of railroads for authority to reduce wages of Agents, Telegraphers and Towermen, and others coming within the scope of our jurisdiction, and the request of many of our General Committees for an increase and adjustment in wages for those they represent, **WILL NOT BE ANNOUNCED FOR SOME TIME TO COME.**

It has been the insistent policy of our organization for the past several years that inequalities in rates of pay among our class of service, created by Wage Orders of the Director General during the period of Federal control of railroads, required adjustment.

The justice of our demands for adjustments has at last been recognized by the Labor Board, which tribunal is now to give the subject full consideration, and will, it is trusted, result in a wage decision for our members that will create a more equitable wage in comparison for the work performed.

Pending the decision of the Labor Board, I desire to point out to all of those who have not paid their dues for the term ending June 30, 1922, that they do so at once and thereby strengthen the hands of your officers in their untiring quest for full recognition of all your economic rights. Dues for the period beginning with July 1, 1922, should also be promptly met by our entire membership. It is of equal importance that assessments in the Mutual Benefit Department be as promptly paid.

June 10, 1922.

E. J. Manion

President.

Powers That Prey Trying to Defeat La Follette

That corrupt methods employed to elect Senator Newberry in Michigan will be adopted in Wisconsin in an attempt to defeat Senator La Follette was charged by Governor John J. Blaine, of Wisconsin, in a speech recently at Fond du Lac. Governor Blaine is a candidate for renomination on the Republican ticket. The governor in his speech pointed out that Senator La Follette voted to oust from the United States Senate Newberry, who was convicted on a charge of election conspiracy and that Senator Lenroot, who is the head of the organization opposing his colleague's renomination, voted to admit Newberry to the Senate.

The interests back of Newberry, Governor Blaine declared, wish to keep him in the Senate because he is their kind and they seek to drive La Follette out of the Senate because he will not betray the public interest at the command of the Powers that Prey.

In his speech Governor Blaine said in part:

"Get the Congressional Record and notice that Lenroot and Newberry vote the same way on matters before the Senate. For instance, on the amendment to abolish the secrecy clause of the income law, the votes of Lenroot and Newberry defeated the amendment.

"Newberry gold will be in Wisconsin to defeat Bob La Follette. That you need never doubt. Exactly the same methods will be adopted by these interests in Wisconsin as were used in Michigan by Newberry.

"A campaign has been on in Wisconsin for some months, having for its purpose the defeat of Senator La Follette and other progressives. As early as the state fair in August last there were gathered in conference in Milwaukee a number of leaders of the reactionary group of politicians, which conference was attended by Senator Lenroot, who had come on from Washington for that purpose.

"The evil influence of gold, the love of money, is being exerted in Wisconsin this day. Unclean, criminal dollars, stolen from the honest taxpayers, from the farmers, from the toilers in factories and mines, from the men who earn their living in the sweat of their faces are being stealthily fed out wherever a man can be tempted to sell his honor. At this time when men face starvation, when their little children cry out, the temptation is often too great to be resisted.

"This canker in the body politic must be cut out now before it destroys the life of the nation. It is but beginning its evil course. It is undermining the national health, and if allowed to grow it will destroy the nation's life. We must not temporize. We must fight.

"I appeal to the women who are pure in heart, I appeal to the men who are strong and honest, to strike now for your homes and the welfare of your children. Be not lulled into security by false statements intended to put you to sleep. They say La Follette can not be beaten, that the opposition is not serious. Don't be misled. They fooled Moses Clapp, that grand old patriot of Minnesota, in that way.

"The farmers are to be framed by their leaders. At the Equity meeting at Eau Claire a millionaire war profiteer was on the program to advise the farmers to select a conservative management. He succeeded there. Now it transpires that he signed a note with the officers thus elected for \$5,000. Who will pay the note? And for what purpose? Other farm organizations are being tampered with.

"This same war profiteer fought the soldiers' bonus law and lobbied against fair taxation measures before the legislature, including the bill to repeal the secrecy clause of the income tax law, whereby gross frauds have been perpetrated on the state by large business concerns."

This Nation Produces Enough to Provide Good Living for All

At the recent hearing on wages before the United States Railroad Labor Board at Chicago, B. M. Jewell, president of the Railway Employees Department; made a most wonderful and exhaustive presentation of facts and figures proving the necessity for increased wages, based upon a budget sum of not less than \$2,636.79 for a family of five, if the railroad worker was to live as an American should live.

One of the representatives of the managements answered the argument of Mr. Jewell as follows:

"As to the average annual budget of \$2,636.79 which Mr. Jewell would provide for each man as shown on page 1143 of the printed proceedings, I could only answer that aside from those who have gone before as most of our parents have, there are millions still living who have raised and educated families and prepared children for all walks in life, on a good deal less than that amount. Such an amount is distributed equally and fairly wholly on account of the cost of living should go to each worker however employed, and clearly that would be impossible because there would not be enough to go around. **THE COUNTRY NEVER DID AND DOES NOT NOW PRODUCE IT.**"

If the language used was intended to convey the impression that "the country never did and does not now produce" enough to allow each family of five persons a sum sufficient to cover the budget set forth, then the impression intended to be conveyed is utterly and totally false. The country did produce enough and more in 1919, the last year for which we have actual census figures, to give each family of five, "if distributed equally and fairly," \$2,636.79.

The census report for 1919 shows that the value of all manufactured products of the manufacturing establishments of the United States was \$62,910,202,000. If we stop right there and do not include the value of all the other products, not previously accounted for in the value of the manufactured products, we find that each and every five persons in the United States—if that value "was distributed equally and fairly" could have enjoyed an income of \$2,685. To reach that figure, take the total population of the United States and all its possessions as the figure by which to find the individuals' share (117,000,000). The value given seems to cover only the manufactured products of the continental United States, and, if that is so, using the figures on population in the United States (105,000,000), shows a larger amount per family. However, you will notice that the figures show that more than the \$2,636.79 budget was produced in the value of the manufactured articles alone.

If we add to the total for manufactured products the value of products not previously accounted for in value of manufactured products and use a very, very conservative estimate the total would be somewhere around \$70,000,000,000 for the value of all products of the United States in 1919. Taking the \$70,000,000,000 total and making an examination based upon a population of 117,000,000 as before, shows that each family of five could have enjoyed an income of \$2,995, or some three hundred dollars more than the budget named, \$2,636.79. In making that analysis, let it be understood we have not given the totals in cents nor strung such totals out into fractions of cents. Had that been done, the totals showing incomes which could have been enjoyed would be greater.

Totals Too Low.

That the total of \$70,000,000,000 is too low every man conversant with the figures concerning the value of the various commodities produced during the year 1919, knows. Some day we may be given actual definite figures and can then show them.

but those shown cannot be objected to on the ground that they are too great. As it is, they demolish the contention that "The country never did produce it."

It may be said that the speaker was referring to the fact that \$2,636.79 could not be given to everyone engaged in a gainful occupation, the number of all those so engaged and over the age of 10, being 41,000,000. Therein his bald statement, if he meant to say that, though, the language he uses does not imply that he did, is true, literally true but actually misleading.

If the \$70,000,000,000 of value produced was distributed equally and fairly on that basis, then each worker of the 41,000,000 could receive annually \$1707 or \$216 more per year than the average wage now paid railway employees as shown by Report No. 3 of the United States Railroad Labor Board dated October, 1921.

When it is considered that among that 41,000,000 are all those who are engaged in gainful occupations and that included therein are millions of children and women that are forced to toil because the male heads of families cannot support them, and that all of them could receive a wage greater than that paid railway workers, the contention of the speaker that "The country never did and does not now produce it" is again exploded.

More Than Enough to Go Around.

If the \$70,000,000,000 was "distributed equally and fairly" among that 41,000,000 then each of them would be in receipt of \$1,707 annually. Each of those 41,000,000 would (if considered heads of families) be required to support but two others than themselves—really 1 and 80 one hundredths of another—and if \$2,636.79 is a budget for five persons then a budget for three persons would amount to but \$1,582.12 or \$124.88 less than the amount which could be paid them if the \$70,000,000,000 was "distributed equally and fairly wholly on account of the cost of living to each worker."

The statement of the speaker has been analyzed because it is of the usual variety of statements made by those who represent railroad managements. It is one of those wherein the maker goes off half cocked, careless of facts and indifferent to the result, seeming to feel assured that no one would have the temerity to question a statement so apparently a fact, uttered with all the weight of authority behind it, and so cocksure and certain in character. Go over statements made by those who represent the managements other than the one noted and an examination of all of them show the same lack of a knowledge of fact, or a real desire to stick to facts, and a carelessness of utterance that impels one to disregard any statement they may make. Let the public go carefully over every presentment they make, investigate all of them thoroughly and remember that the lives, hopes and aspirations of citizens are not to be frittered away and made naught by a too hasty acceptance of statements made for and by the managements.

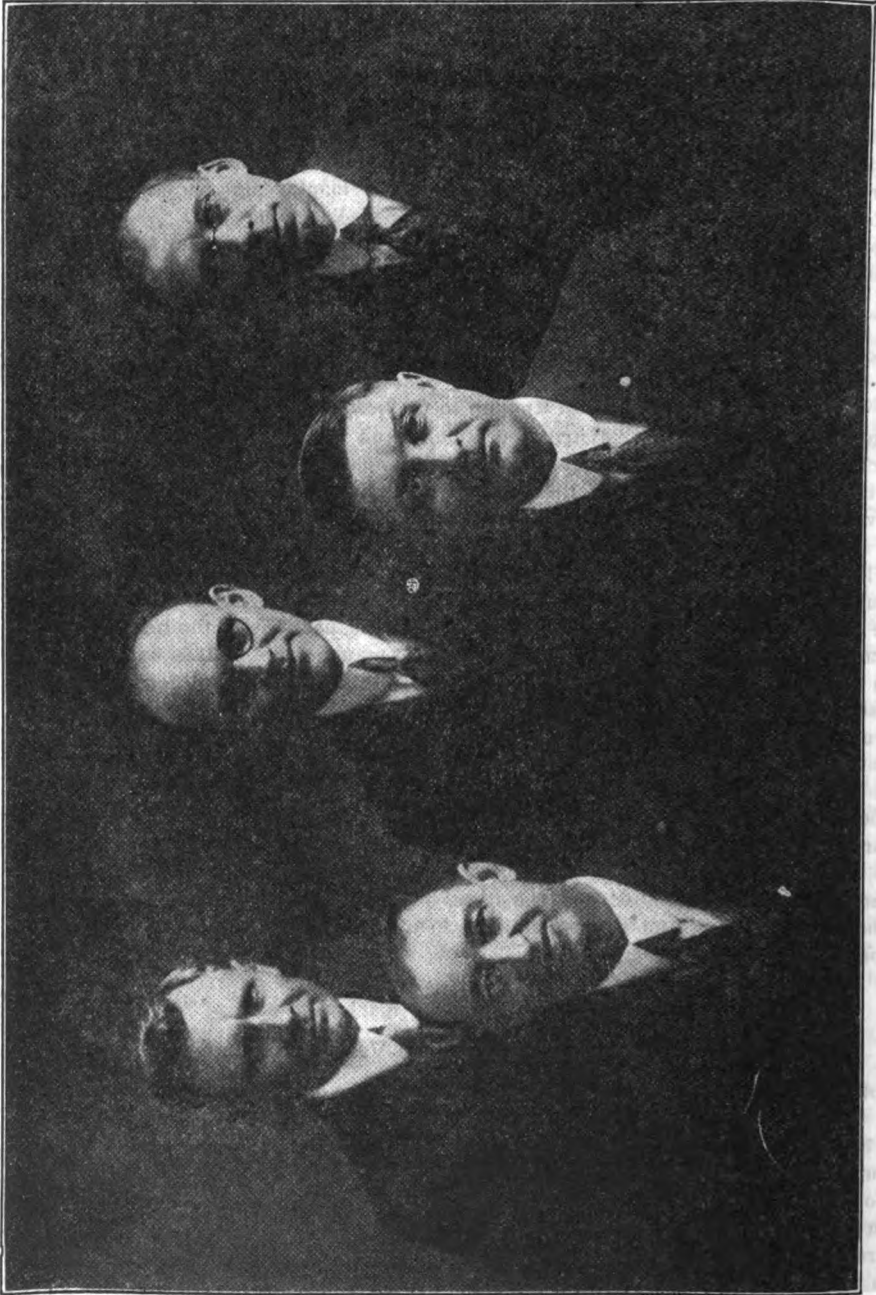
ATTENTION, PENNSYLVANIANS

Brother C. M. Miller, of Greenville, has secured the nomination for representative to the General Assembly from his district. Through that district run the B. and L. E., the N. Y. C., the P. R. R. and the Erie.

You are urgently requested to get in touch with Brother Miller, whose address is 56 College Ave., Greenville, Pa., for the purpose of being advised as to best way you can help in securing the election of Brother Miller in November.

Here is a first-class chance for all of you who live in or near that district, to send to the General Assembly an honest-to-goodness representative of labor. Brother C. M. Miller is no sudden convert to the cause, but is well known and respected for his knowledge and ability as a determined fighter in the cause of the people.

Get busy and get every relative, friend and acquaintance you have, boosting for Miller.



BOARD OF DIRECTORS.

W. P. HUTCHINSON, Secretary H. G. ALEXANDER
GEO. E. SOYSTER B. E. NASON, Chairman

Report of the Board of Directors

To the Officers and Members of The Order of Railroad Telegraphers—Greetings:

In compliance with the provisions of the Constitution, your Board of Directors convened at headquarters of the organization in the city of St. Louis, Missouri, on April 3, 1922, with all members present.

With the assistance of Howard A. Izard, expert accountant, and his assistant, Charles R. Huber, we made a thorough and complete audit of the records and accounts of Brother L. J. Ross, Grand Secretary and Treasurer, and found them to be correct, with all moneys and property of the organization in his custody properly and accurately accounted for.

We found the following amounts to the credit of the various funds of the organization:

Mutual Benefit Department.....	\$1,025,434.66
Protective Fund	708,401.38
General Fund	56,651.74
<hr/>	
Total	\$1,790,487.78

We commend the Grand Secretary and Treasurer on the evident interest he has taken in the conduct of his office.

The last session of the Grand Division authorized the establishment of a Pension Department and delegated authority to the Board of Directors to approve by-laws for its government. By-laws were submitted by the Special Pension Committee and after consideration and with various amendments by the Board, these by-laws were adopted May 3, 1922, and the Department becomes operative under their provisions.

Resolution No. 10, adopted by the last session of the Grand Division, delegated authority to the Board of Directors, together with the President and Grand Secretary and Treasurer as a Special Committee, to investigate and establish a national bank in the city of St. Louis, Missouri. Considerable time was consumed by the Special Committee in the investigation and consideration of this proposition, and it was decided that the bank would be instituted with a capital stock of \$500,000.00 and a paid-up surplus of \$100,000.00. The Board of Directors approved the investment of \$306,000.00 of the funds of the organization in fifty-one per cent of the stock of this bank, which is to be known as "The Telegraphers' National Bank of St. Louis."

Fraternally submitted,

B. E. NASON, Chairman,
W. P. HUTCHINSON, Secretary,
G. E. SOYSTER,
J. F. MILLER,
H. G. ALEXANDER,

Board of Directors, The Order of
Railroad Telegraphers.

St. Louis, Mo., May 25, 1922.

“Employees’” Magazines

The “employees’ (God save the mark!) magazines” are again blossoming on the railroads. Abolished during Federal control as a matter of economy and because they served no good purpose, they are now reappearing, dressed out in pretty colors, full of bunk and a propaganda so cleverly camouflaged as to catch some of the most wary.

Printed in “rat” offices under non-union conditions, they are a fraud from their very name to the last cover.

In the first place they are *not* employees’ magazines. Employees do not control them, publish them or in any way direct them. They are peculiarly *employers’* organs, singing their song from the score provided by those same employers. They are intended to lull employees to sleep on their rights and to accept, in lieu of decent wages, taffy in the shape of “personal mention” and figurative pats on the back for “loyal service.”

Some of the drivel handed out by those alleged magazines is the cheapest ever concocted. A brakeman is given space in the “Mentioned for good conduct” column, because he “reported door on freight car in bad shape.” An engineer is also buried in a line of type in same column because he discovered that his “air pump was leaking before starting on his run.”

An operator is handed a bouquet because he “noticed a ‘hot box’ on a passing freight and wired ahead to stop the train,” while an agent is given a “nice writeup” because he spent his vacation hustling to take business away from another road and “routed it over his own,” and he owns about as much of that railroad as a cow does of marcelled waves or corsets. Yet you’ll notice how blandly he is informed it is his “own road.” Might as well tell him the United States treasury is his and request him to move in, put his feet on the desk and spit on the carpet.

If they keep on, we can expect to see the superintendent given honorable mention because he shaves himself every morning and thus adds to the general dignity, pulchritude, massiveness and coordinated concatenation of the Two Streaks of Rust and Right-of-Way R. R.

Perhaps we shall live to see the happy day when the General Manager of the Now You’re On Now You’re Off Ry. is embalmed in the columns of an “employees” magazine for eating cloves after hitting the hootch.

It may be that that glorious day shall come to pass when in letters of gold some Railroad Bull will be praised for running down a box car opener and swiping the thugs’ pint. Or, perchance, we may last until that proud moment in our life bursts upon us in which we shall read in an “employees” magazine credit given a track walker for picking up loose spikes and building a private car for the wife of the President of his “own road” with them, as a reward for reducing his wages to the starvation level.

The funniest papers on earth are those published in monarchies, which chronicle the doings, comings and goings of royalty, its sprigs and the nobility of those lands.

The fulsome, foolish and turgid flattery, endless and vapid descriptions of how great is the love of the Most Noble King for his subjects; how his days and nights are taken up with thoughts for their happiness and welfare and how great is the love his most obedient subjects bear him, which fill those sheets—the small and petty recitals of inconsequential happenings, blazoned forth in glaring type in those royalist publications—are in this country duplicated in “employees” magazines. In this land, though, they are but a weak sister, an anachronism and a joke, having no real need to satisfy and attempting the impossible. That same “impossible” being to create in America the servility that goes with monarchy.

A. F. of L. in Session

The annual convention of the American Federation of Labor opens at Cincinnati, Ohio, on Monday, June 12th.

The delegates representing The Order of Railroad Telegraphers at the convention are: E. J. Manion, President; D. G. Ramsay, Past President; H. B. Perham, Past President; J. H. Williams, Secretary-Treasurer of Division 15, and D. C. Smart, Secretary-Treasurer of Division 76.

The convention is expected to be one of the most important ever held and will be in session for two weeks, discussing and deciding questions of tremendous interest to the labor movement.

President Gompers and the Executive Council are emphatic in denunciation of the "American Plan," Open-Shop propaganda of the Chamber of Commerce, the abuse of power by the courts and the attempts of Big Business to abolish unions and set aside the progress made during the past forty years.

All those matters are to come before the convention, as well as others that interest the millions organized under the banner of the Federation.

Again will non-partisan political action by the workers be advocated and an extension of the efforts being made along those lines will, no doubt, be authorized.

The representatives of the railroad workers will have a large part in the business to be handled by the convention, with the miners in the limelight as the largest union represented.

The various strikes now on, of miners, textile workers, granite cutters, affecting hundreds of thousands, will be considered and such action as may be necessary taken.

The Railroad Labor Board will also be the subject of debate, as will other bodies of similar character, intended to hamstring labor, such as the Kansas Industrial Court scheme. All of those schemes are to be denounced as attempts to enslave workers and deprive them of their constitutional right to quit work for any reason which seems good to them.

The recent decision of the Supreme Court setting aside and nullifying the Act of Congress taxing the product of child labor in interstate commerce, will be up for action and an amendment to the constitution of the United States preventing the use of child labor will be presented and its adoption by the nation urged.

The campaign of the predatory interests, aided and assisted by those in power, to destroy the unions, seems to be on the decline. The unions are still here, the smaller business man and farmer no longer swallow the propaganda handed out by those interests, and the convention will provide an opportunity for Labor to reassert its position, arrange for a more determined and aggressive advance of the forces of labor and provide the workers with new weapons, increase their resistance and begin again the march of progress.

The chairman of the Railroad Labor Board announced to all and sundry and the world in general, that under no circumstances would the board trade a cut in pay for a reduction in rates. To prove that he meant what he said and that the board backed him up, they now trade a reduction in rates for a cut in wages. The result is the same but the swap was swapped—end for end.

Get the truth to the voters by securing subscriptions to *Labor* for fourteen weeks at twenty-five cents.

We Begin a New Year

THE ORDER OF RAILROAD TELEGRAPHERS PASSES THIRTY-SIXTH YEAR AND ENTERS THIRTY-SEVENTH, WITH CONFIDENCE IN THE JUSTICE OF ITS CAUSE AND A DETERMINATION TO WIN

On the ninth of the present month The Order of Railroad Telegraphers passed into the thirty-seventh year of its existence, a mighty organization with many Divisions covering the entire United States and Canada.

During the thirty-six years just ended the Order has grown, steadily and well, from a handful of earnest, struggling advocates of justice for telegraphers in particular and labor in general, to the present host of members.



A. D. THURSTON

To the far-sighted, clear-visioned and courageous men who, at Cedar Rapids, Iowa, organized The Order of Railroad Telegraphers and started it on the path that has led to the great and powerful organization of today—the fraternity owes a debt that can only be repaid by continuous service in the cause to which those men dedicated their best efforts.

The beginnings and founders of many organizations are lost in a haze of confusing dates, times and happenings. The beginning of The Order of Railroad Telegraphers can be definitely stated and the founder thereof is equally as certainly known.

The Order of Railroad Telegraphers was instituted at Cedar Rapids, Iowa, on June 9th, 1886, at a meeting called for that purpose by Ambrose D. Thurston, founder and first President of the Order.

It was Thurston who originated the idea, and it was due to his efforts that the first meeting was held and the Order placed on a working basis. Through the years of his presidency and the time of struggle to exist as an organization, Thurston guided the Order with skill and devotion, giving the best that was in him to its service and, while he lived, exercised an influence, whether in office or out, that was powerful in building up and maintaining the organization.

A. D. Thurston, or as he was best known in the later years of his life to members of the Order, "Dad," now rests from his labors in the cemetery at Kirkwood, Missouri, his last resting place marked with a suitable and fitting monument, erected by the Order, cut out of granite, strong and enduring, symbolizing the nature of the man and the organization he founded.

As we enter this new year in the life of The Order of Railroad Telegraphers, great in numbers, well equipped and far more able to withstand the assaults of those who would destroy than was the weak and struggling organization of 1886, let us not forget that it was only the determination, spirit and courage of the men of those days that makes it possible for us to at this time enjoy the far better conditions of today.

Let us remember that because the men who organized the Order, struggled to maintain it and fought for its growth and continuance—displayed that determination, spirit and courage, did the organization grow and conditions for those in station, tower and telegraph service on railroads improve.

To many the things of the present seem to have existed since time began and that they are to be accepted as a matter of course, never thinking of the struggles made by men of other years who fought to establish a better day. It is, perhaps, reasonable that such should be the attitude of those who enjoy the rights and liberties won by those who have gone; nevertheless, it cannot be too strongly impressed upon all that only as we of today display the same willingness to sacrifice, struggle and work, as did those who preceded us, can we hope to hold what has been won and improve present conditions.

With the experience of thirty-six years as guide for the future, let us resolve that those who shall tell the story of the years to come, will have cause to note that we, too, were valiant, strong and purposeful, earnestly striving at all times to maintain our ranks intact and bring into the fold of unionism, under the banner of The Order of Railroad Telegraphers, every worker who is engaged in station, tower or telegraph service on railroads of the United States and Canada. If we do that, we may rest assured that the progress we make in the years to come will be as great, if not greater, than that made during the past.

CHANGES IN DIRECTORY

J. H. McLane, P. O. Box 519, Mission, Texas, has been selected as General Chairman of the Gulf Coast Lines, Division 166, vice B. C. Dodd, resigned.

What Judges Do

Some examples of the disorder, confusion, trouble, misery, deaths and disturbances caused by illogical, inconsistent and unwarranted decisions handed down by judges of all kinds and courts.

If the Supreme Court of the United States was consistent and logical in adhering to dogma laid down by it, it would be worthy of more respect than now attaches to it.

Take the decision handed down in the case of the Act of Congress taxing products of child labor used in interstate commerce. Stripped of all verbiage the decision is based upon the right of a state to regulate conditions of labor within its own boundaries.

Those who are amazed, indignant and ashamed because the court ruled as it did, point out that the court upheld an act taxing colored oleomargarine some years back and that it now loses caste by failing to live up to its former decision. Why go back so far? Other men composed the court at that time. Those now usurping the right to veto an act of congress are a different set of mortals and may view questions differently. They *may*, but do they?

Almost simultaneous with the decision in the child labor matter, the court decided that a state has no right to fix charges on gas to be furnished dwellers within a state and enjoined the state from fixing the price of gas, which goes to prove that state rights have very little standing in court when the desire is to protect wealth, and that state rights are all powerful when it comes to taking away protection thrown around children.

CONSISTENT IN ONE RESPECT.

While the court is not consistent in conforming to dogmas of "state rights" or any other brand of "rights," it is entirely and eternally consistent in protecting the wealthy and refusing to protect the weak and unfortunate. It never falters in the service of those who oppress and it never fails to refuse protection to the oppressed. Always is it consistent in that respect.

It is only natural that the court should be consistent along those lines. Why should it not be, and what right has anybody to expect it would not?

The court is not composed of live men, or men who must provide for themselves. No member of the court is able to earn his own living at any useful or productive occupation. All of them live off other men by suffrance of those other men and the chief of them all never did one single useful thing in his life. Always has he been cared for, fed, bedded and clothed by others. His life has been spent with and among those who despoil others, and he is deeply afraid that his house may fall unless he protects it.

Utterly and hopelessly ignorant of the real facts of life; hot-housed into a Government job as soon as he was old enough to fill it, and hot-housed into that job by a political boss who came up out of the underworld of Cincinnati, he has always been an orchid, a parasite, upon the people of the land.

If at any time he was pulled from his place upon the body politic, he was helped to another. The scion of wealth, he thinks it but just and proper that wealth should by him be served and always, whether, as prosecutor or judge, back in the nineties; solicitor general or secretary of war, in the first decade of this century or later on as president—has he served wealth and hurt the people.

Little it matters to him if children are stunted physically and mentally, that they shall lose all chance to play and be broken and die. Money can be coined out of their misery and the stunting of their bodies and minds, and if they die, it matters not at all. In a way, and so far as he can understand anything, he understands that if poverty is great wages will be low, if wages are low profits will be high, that those who reap profits have seen to it he was looked after and placed on the public payroll and so long as he continues to understand that much he will eat.

NOT THE ONLY ILLOGICAL ONES.

Let it not be thought that the members of the Supreme Court are the only judges who display a tendency to be illogical and are inclined to do unusual things or hand down decisions that make for wonder on the part of sane, reasonable humans.

Here are a few examples of how judges act as evidenced by them during the last year:

A Quebec judge ruled that because certain road houses are not recognized by law, persons committing crimes within them are immune from punishment. Which recalls the famous judgment of another learned jurist that because a Montreal hotel was run on the "European" plan, the management could not be prosecuted under the Allen Act for bringing in Europeans to break a strike of waiters.

Some ill-meaning person insinuated that the judge in Quebec ruled as he did because some friends of his were involved, but answer was made that even the Savior was accused. Which answer, of course, utterly disproved the vile assertion of the ill-meaning one.

JUDGES DESTROY CONTRACTS.

Apologists for professional judges and their violations of constitutions are prone to be loud in claiming that judges are the one and only protection against violation of contracts and they alone are keeping society together by upholding the sanctity of contracts between governments and citizens and also contracts between citizens. Is that so?

Judges have been very industriously setting aside and abrogating contracts during the last few years—sacred contracts, too, contracts solemnly entered into by public service corporations with municipalities, states and other governmental bodies—wherever or whenever the interests of the corporation clashed with those of the public.

Judge after judge, State judge and Federal judge have, during the last few years, been busily engaged in destroying contracts entered into by street and inter-urban railway companies, with cities, towns, counties and states. All over this land they have set aside and made null and void contracts solemnly entered into between gas and electric companies, and never yet has any one of those judges changed, set aside or altered any of those contracts at the request of or to the interest of the people, but always do they set aside, change and alter those contracts at the request and in the interest of a corporation with a long and uninterrupted history of spoliation and abuse of the people.

A SHINING EXAMPLE.

In the anthracite region of Pennsylvania, owners of mines, in their desire for profits, "robbed the pillars" in coal mines to such a degree that the surface cracked and streets, houses and buildings fell into holes caused by the weakening of the surface. In Scranton many a house and building is in danger of being suddenly engulfed in a cave-in caused by robbing pillars, which are masses of coal left

untouched for the purpose of sustaining the roof of the mine and preventing cave-ins. So long as coal was plentiful in certain workings, and when the mine is newly opened, the pillars also act as protection against injury to equipment and property, mules, machines and so forth, owned by the mine owner, but as the coal becomes exhausted then are pillars robbed.

So great was the damage done by the greed and carelessness of mine owners that the legislature was forced—and the need for a law that would cut the profits of mine owners must be great indeed if a Pennsylvania legislature passed it—to pass a law preventing mine owners from robbing pillars unless they first built support for the surface.

The mine owners, not liking the law, went into the court of common pleas and the judge of that court, Fuller, declared the law unconstitutional, null and void. The learned judge held that no public interest was involved and declared that it was merely a question of whether the legislature "can give a private owner of surface the right of support against an owner of the underlying coal." The court further held that if the mine owner was deprived of the right to mine coal without support, a contract was violated without compensation.

The court pleaded that it possessed "an old-fashioned mind and followed fundamental law, even when it conflicted with the comfort and security of individuals." The decision was rendered in the latter part of 1921.

On January 13, 1922, three city blocks in Scranton sank and slumped into a cave-in, and men were trapped, killed and injured in that cave-in, none of whom were owners of the surface. Yet the judge who set the law aside and allowed the mining of coal without supporting the surface to continue, said no public question was involved.

Crevices opened in the streets and clouds of gases poured out, the trembling of the ground resembled an earthquake and there was a mad scramble of hundreds of people to escape. All because one lone individual with "an old-fashioned mind" was temporarily in possession of a judgeship and favored the anarchy of profits as against the right of the people to be secure in their homes and to walk the streets unafraid.

With judges usurping power to make law and unmake law, what can be expected but the anarchy, lack of logic and disturbance of society that has always heretofore resulted from a government by men? We cannot have a government of law until the law is supreme, and so long as every judge makes or unmakes law to suit himself, there will continue to be anarchy. An anarchy in which the judges will see to it that there is "law" in plenty for wealth and no law or justice for the people.

The first place to begin in increasing respect for the law is in our courts, and the sooner we force judges to respect the law, the better it will be for them and those who desire that respect for the law be shown.

My Platform—Lower wages for those who work, greater profits for those who work the workers.—Albert J. Beveridge.

Judge Gary now claims that the agitation of the bonus for soldiers caused hard times. Is that what made him and Morgan mad?

Don't get promiscuous when you mark your ballot this fall. Use your ballot as an ax with which to cut off the political heads of the ones who lied to you.

Canadian Trades Unionist Gives Reasons for Opposition to Incorporation of Unions

"Business institutions do not incorporate to increase their responsibility or liabilities, but always for the purpose of limiting the same," says P. M. Draper, secretary-treasurer of the Trades and Labor Congress of Canada, writing in *Canadian Congress Journal* against the incorporation of trade unions.

"The ground always urged is that 'unions should be incorporated and become amenable to the law, just like an employer, a partnership or any corporate body is.'

"The short and simple answer is that trade unions, whether incorporated or unincorporated, are and always have been subject to the law, with no privileges that an employer, a partnership or a corporate body have, but with many disabilities that these have not.

"Incorporation of trade unions would restrict their activities to such as the courts decided to be good for them, and would place with the courts the power to interpret their constitutions and would further establish a property right for each suspended member, as was recently attempted by the Canadian Brotherhood of Railroad Employees in the case against the Trades and Labor Congress of Canada for suspension. It would give power to the courts to dissolve trade unions for the supposed infractions of the purposes for which they were incorporated and in every way would serve as a deterrent to their growth and useful development.

"For the benefit of those who do not understand labor's rather chilly aloofness toward the law and judges, let me point out some of the reasons:

"The employer is held responsible for the acts of his agent only when the agent is acting within the scope of his authority. The union has, for one reason or other, been mulcted in damages for absolutely unauthorized acts of members, even where those acts have been committed without the knowledge or consent of the union.

"Organized employers who conspired together to drive a competitor into the ground—to ruin him—and have succeeded, were held within the law. Union members agreeing together, for even less drastic objects, have been enjoined and punished in damages by the same courts.

"The courts have frequently driven through acts of parliament to help the employer and to find a way to give judgment against the men.

"The courts have granted injunctions so wide in their terms as to leave it questionable whether the men could breathe without violating the injunction.

"It is the beneficiaries of the above system who urge unions to place their confidence in the law."

In Indiana normalcy is spelled this way—BEVERIDGE.

Beveridge, running for Senator in Indiana, says that if elected he will see to it that wages of railroad employees are reduced. The Labor Board is beating him to it.

The head of the Steel Trust wants unions made "subject to Governmental supervision and control against wrong, oppression and violence." Another case of yelling stop thief! to escape detection.

Workers who vote in Indiana have the satisfaction of knowing that if Beveridge is elected Senator they will not be troubled with money. He says he'll see that wages are reduced. Why stop there? Why not wipe them out altogether?

Ontario Parliament Nullifies Injunction

Like all governments the government of Ontario has to levy taxes so that money to run the government may be had. Unlike some other governments the government of that province is not anxious to tax legitimate and suffering business man, farmer or laborer and in an effort to secure funds from those best able to pay, levied a tax upon the racing association of that province.

The races are now being run, attended by all the big guns of society, the usual coterie of bookmakers, touts, gamblers of less degree and the riff-raff that acts as hangers on to the "best element" and its satellites of the demi-monde.

When the big moneyed element discovered they were being taxed on their sport and compelled to give over a portion of their profits to help support the government, they grew wrathly indeed and hot-footed it to court, where a complacent judge issued an injunction restraining the government from collecting the tax and—that was the end of it all? It was not, and not by a large majority.

Parliament was in session so the government immediately brought in a bill, and passed it with great despatch, preventing a judge from overruling or setting aside an act of parliament and notifying the judge that his injunction was set aside and the tax was to be enforced. The judge killed that act also.

Power of Parliament Absolute.

In the course of the debate on the bill Premier Drury said that first there should be an inquiry into what were the powers of Parliament in a general way. They found under the British method of government that the powers of Parliament were supreme and absolute, and of that there was no question whatever. Parliament had the power, and was amenable to the people, and "Parliament is, and must be, the court of last resort." He quoted a recent Privy Council decision to buttress this statement.

Coming then to Ontario, he said: "Here we have what we call a Legislature. It is not a glorified County Council, but it is in essence a Parliament, clothed, within its sphere, with all the powers of the British Parliament." Again, to support this he quoted from a Privy Council decision issued in 1883 in the case of *Hodgins vs. the Queen* in regard to a fishery dispute between the Federal Government and various Provinces.

Ample Precedent.

The act which they were debating sought to step in and override a judgment of the court. He had the greatest respect for the judiciary and for Mr. Justice Middleton, but it seemed to him there was ample precedent for the Legislature stepping in and taking the issue out of the courts and saying that the case should never have gone into the courts. He cited to support this the case of *Beardmore vs. City of Toronto* to stop the erection by the defendant of a hydro-electric system. The action was started in 1908, and in 1909 the Government of Sir James Whitney introduced an act, which was passed, to stay the injunction sought and to stay the proceedings forever. Surely if that were within the power of the Legislature then the present act was also well within its power.

Mr. Drury then came to the discussion of the ultra vires argument. The tax imposed was a direct tax. The Jockey Club did not pay the tax in the expectation of passing it on. The Jockey Club collected it. The Premier claimed that a similar case was the collection of the amusement tax.

Injunction was a method of procedure that should never be used against the Government, said the Premier. "I have no qualms whatever in supporting this measure," he said. "It seems to me that it is following sound precedent."

Voice from the Grave.

Evidently there are a few in the Ontario parliament who talk the language of the dead and follow the dogmas of Chief Justice Taft (kindly remembered by Canadians for trying to make them pay interest on \$60,000,000 of watered stock issued by those who wrecked the Grand Trunk) as witness the following from a member of the Old Guard:

Chas. McCrea, Conservative, Sudbury, expressed the opinion that, "In undertaking to interfere, as this bill does, with the courts of the land in a matter which is now before them, we are treading on dangerous ground. The whole issue is one which brings the law to a place where it loses respect."

He does not seem to understand that the act of one man, temporarily assuming and usurping power to make law and set aside the actual law, creates a government of men and not a government of law. If every judge is to make or unmake the law to suit himself, what is the law, then, but a joke?

RESULTS HAVE NO GENDER

Under the above caption the *St. Louis Star* recently editorialized as follows:

"A St. Louis manufacturer made this statement last week in discussing a suit for separate maintenance brought by his wife with reference to a young woman in his employ whose name has been brought into the litigation:

"I am paying her \$30 a week. I will pay any man who can fill her place \$5,000 a year. She manages every transaction that comes through the office and knows more about the detail work of the company than I do."

"If the job is of such a nature that it is worth paying a man \$5,000 a year to handle it, why isn't a woman who can do the work thoroughly well worth just as much? Yet he pays her \$30 a week, one-third of what he would be willing to pay a man.

"While such a disparity in pay is abnormal, the fact remains that most business men today have almost the same views that the manufacturer conveys, that a woman doing exactly the same work as a man, and doing it as well, if not better, should yet not be paid as much as the man. This is a survival of the archaic superiority of the male sophism.

"There is little sentiment in business. An employer pays for services rendered and it should make no difference to him whether the services are rendered by a man or a woman. The worker is worthy of the results achieved, regardless of whether the brains employed are beneath a crown of bobbed hair or under a pompadour."

The *Star* might have gone farther and pointed out that the wife of the manufacturer referred to, is asking for a sum to be paid her each year that is fifteen times the yearly salary paid the young woman. The profits made by the manufacturer are so great that he is in position to pay the amount demanded by his wife and have more than that sum left for himself—yet he says the young woman "manages every transaction that comes through the office." For all of which she gets \$30 per week and he gets one hundred times that much. What for? Managing the business? He says the young woman manages it and knows more about details than he does.

Who was it said that "Industry is its own reward?"

Get busy and secure some fourteen-week subscriptions to *Labor*. Only costs two bits, a quarter, twenty-five cents, for a man to find out all about who did it, and why, at Washington.

Labor for fourteen weeks, beginning first week in August and right through to election day in November, at twenty-five cents, is the lowest rate ever offered for the best paper ever published.

How it Is Being Told

You may remember that some time ago the papers were filled with stories of the rebellion, "Red" and otherwise, in South Africa. Now comes the South African Typographical Journal, official organ of the South African Typographical Union, dated March, 1922, and comments as follows:

The Reaping.

The inevitable has happened! Rendered desperate by the attitude of the "strong Government," and forced into revolt by hunger and the studied insults of a soulless corporation, a very small section of the Witwatersrand strikers resorted to force, and thus gave "South Africa's statesman" the opportunity for which he was waiting. "Law and order" has been restored by methods which surely have never before been used during an industrial conflict in any part of the world. Martial law still being in force, it is unsafe to comment as freely as we would like to, but we will return to the subject in a later issue. Suffice it to say that we have seen the depths to which a Government in the grip of big finance can be forced to descend; we have seen the bombing from aircraft of "unfortified towns," but as the bombs fell in working-class districts there has been a singular absence of the vehement protests with which the press made us familiar when the Germans were guilty of this crime during the Great War. We have seen machine guns indiscriminately fired from armored trains into the streets of working-class suburbs, and we have seen artillery, armored cars and a tank in action in the streets of Johannesburg. These be the fruits of "stable Government"; these be the results of the orgy of debauchery and corruption which secured the return of the Smuts Government to power one short year ago. After the sowing the reaping.

In justification of the Government's savagery, the press (which on this occasion has excelled itself in its efforts to mislead a gullible public) refers to the "well-planned and widespread revolution," and to the strikers as "Reds." In asking our readers to defer judgment until martial law is lifted, it should be emphasized that the strikers were absolutely law-abiding, and not a single window-pane was broken right up to the time General Smuts issued his "open-the-mines"-and-police-protection-for-scabs order. We have no hesitation in laying the blame for the after-tragedy at the feet of General Smuts; it was his policy which made men—despairing of securing a fair deal, seeing their jobs being taken by scabs, and being refused the right to negotiate—resort to desperate measures. The actions of the Government since the commencement of the strike have turned many hitherto peace-loving citizens into rebels and, regrettable though it may be, the class war is in evidence today to an extent never before realized in our country, and the pity is that the end is not yet.

ADVERTISING

All correspondence pertaining to advertising in THE RAILROAD TELEGRAPHER, requests for rates, complaints or any other correspondence concerning advertising, should be addressed to the W. N. Gates Co., Managers Advertising, National City Building, Cleveland, Ohio.

How "Judge" Gary does hate to pay taxes. He wants all Federal taxes placed on those who buy necessities.

Widows and Orphans Own Everything

Every time we get hold of the statements of the large corporations that give the number of stockholders, we are impressed with the great number of persons who own these concerns, which apparently verifies the assertion of the directors that the money of the widows and orphans of the country pretty generally is invested in them, and they must, therefore, be handled gently by legislatures and courts, not to mention labor organizations, for, if they are not free from the embarrassments that might arise from unfriendly legislation, or labor interference, the widows and orphans would suffer irreparable loss, and—everything.

But, there is a great difference between the number of stockholders and the number of shares of stock owned by them. For illustration, the bulk of the stockholders hold anywhere from one to ten shares of stock. There are thousands of this kind of small stockholders who leave their proxies at meetings of Boards of Directors, who are representatives of the very few big stockholders that really direct the business of the company and receive the bulk of its profits.

Naturally the majority of the directors of the large concerns are orphans; the best intentioned parents in the world cannot live very many years beyond their allotted threescore and ten; therefore, their sons who reach years of maturity are deprived of their parents and, of course, fall into the orphan class, but they are not the widows and orphans used for exhibition, or immunity, purposes. There are very many widows and orphans who do own stock in transportation companies and industrial concerns, but they do not own the majority of the stock and have little or no influence in their management. They are the minority owners who make up the great number of stockholders, but who own comparatively a small amount of the stock, and, aside from proxy voting, have nothing whatever to do with the management of their investments.

Several of the large financial institutions set up the claim that because their depositors were women and their money was used by the banks for purposes of railway promotion that the depositors were interested in railways, which, in a sense, is true, but it is not true that they are stockholders.

The railroads issue statements from time to time showing the number of stockholders of their companies, which are intended to prove that very many thousands of persons own the road, which makes of it a sort of a democratic organization.

Recently the Northern Pacific issued a statement of the kind showing the number of its stockholders to be 36,000, its bondholders 30,000, its employees 35,244; the wages paid in 1920, \$66,503,000; dividends paid in 1920, \$17,360,000, and interest paid during the same period amounting to \$12,134,000. The telling point in the presentation was that there were 65,00 owners of the Northern Pacific and 35,244 employees, or about twice as many owners as there were employees, and that the wages of the employees amounted to a trifle something over twice the amount received by the stock and bond holders. The statement, however, did not show how few stockholders owned the majority of stock in the Northern Pacific, which is more to the point than giving us the entire number of stockholders without advising the actual number of shares held by each one of them.

The Pennsylvania Railroad, March 1st of this year showed 141,921 stockholders in that company, with an average holding of only a little over 70 shares. About 66,000 of the stockholders were women who held 32 per cent of the stock. The Pennsylvania Railroad Company for very many years has been encouraging its employees to buy stock. Just what headway has been made in the matter we do not know, but it is fair to believe that very many shares are held by employees, although

it is not believed that any employe holds very many of them. It is also fair to assume that there are a few stockholders who own a sufficient number of shares to provide a fair average for hundreds of other stockholders who own a very few shares.

It would be interesting to know exactly how many stockholders in the Northern Pacific own 51 per cent of the stock. A director's list might give one a fairly accurate idea of where the bulk of the stock may be found, but the real widows and orphans will not be found exercising very much, if any, influence in the operation of that property. Likewise, the bulk of the stock holdings is to be reflected in the Board of Directors of the Pennsylvania Company, who are not elected, proxy voting excepted, by the widows and orphans whose investments are always the sacred concern of all Boards of Directors.

The number of stockholders does not mean much when looking for the real source of the control of the majority of the stock. In mentioning the average number of shares of stock, the Pennsylvania Company is an exception, for, as a rule, the average holdings are not made public.

The average holdings of stock like the average wage earnings is something of a joke to the man who owns very little stock, or who earns very low pay. When all of the bosses and the smaller bosses are lumped together with all of the high and low paid employes, and the average wages given out, the low paid man wonders how it happens that he receives such a high computation average wage and such a low money wage. It is an easy matter to take a \$100,000 man and the half hundred \$3 men and figure out a mighty substantial average wage for all of them, but the actual difference is that the \$100,000 man has his in real money, while the others have theirs in mathematical calculations, which they cannot swap for corned beef and cabbage. The small stockholder and the low paid employe are pretty much alike that is, they do not have much of anything to say about their investments, money or labor, and both get what is left, but for exhibition purposes they both add to the immensity of the showing that is put out for public consumption and confusion.

BRYN MAWR LABOR SCHOOL.

The Bryn Mawr Summer School for Women Workers in Industry opens June 14th and offers for a second summer eight weeks of study to 100 women workers. All trade-unionists realize that it is essential for women workers to be informed and educated and that their leadership should be developed to work side by side with the men. The women workers who have been accepted come from twenty-one trades, including millinery, neckwear, corsets, shoes, gloves, printing, electricity, candy, automobiles, watches, paper boxes, laundry, soap, tobacco, etc. Although the majority were born in this country, there is at least one student from each of the following countries: Russia, England, Poland, Germany, Holland, Hungary, Austria, Lithuania, Roumania and Sweden.

The cost of the eight weeks including instruction, room and board, medical treatment, recreation, is \$200. Those students who can, pay toward this sum but the rest is covered by a scholarship granted each student. All students sacrifice their wages while absent from work. In most cases jobs are held open for the workers' return, but some must even return and find a new job. This proves that women workers are ready to meet any and all sacrifices and hardships for the sake of an education.

The money for the school is raised in small amounts among friends who believe in workers' education. Railroad locals, textile locals, Women's Trade Union Leagues, etc., have generously helped by voting financial assistance or have given benefits to raise money to establish scholarships for members of their groups in attendance.

Read and Act—Now

Heretofore you have been asked to send in the names and addresses of officers or individual members active in connection with Granges, Farmers' Unions and other organizations of farmers in your city, town or neighborhood. The response to that request has been gratifyingly good.

Those who abuse and misrepresent you enjoyed a monopoly in sending out to farmers and others statements and propaganda tending to and meant to deceive those receiving same. Only lately has that monopoly been broken by the facts and news truthfully and accurately presented by the railroad labor organizations and other progressive bodies.

It was high time that we entered the field and began to overcome the lead held by our enemies and, in an endeavor to still further reduce that lead, you are asked to send in to this office the names of those occupying positions as teachers in public schools, academies, colleges and other institutions of like nature.

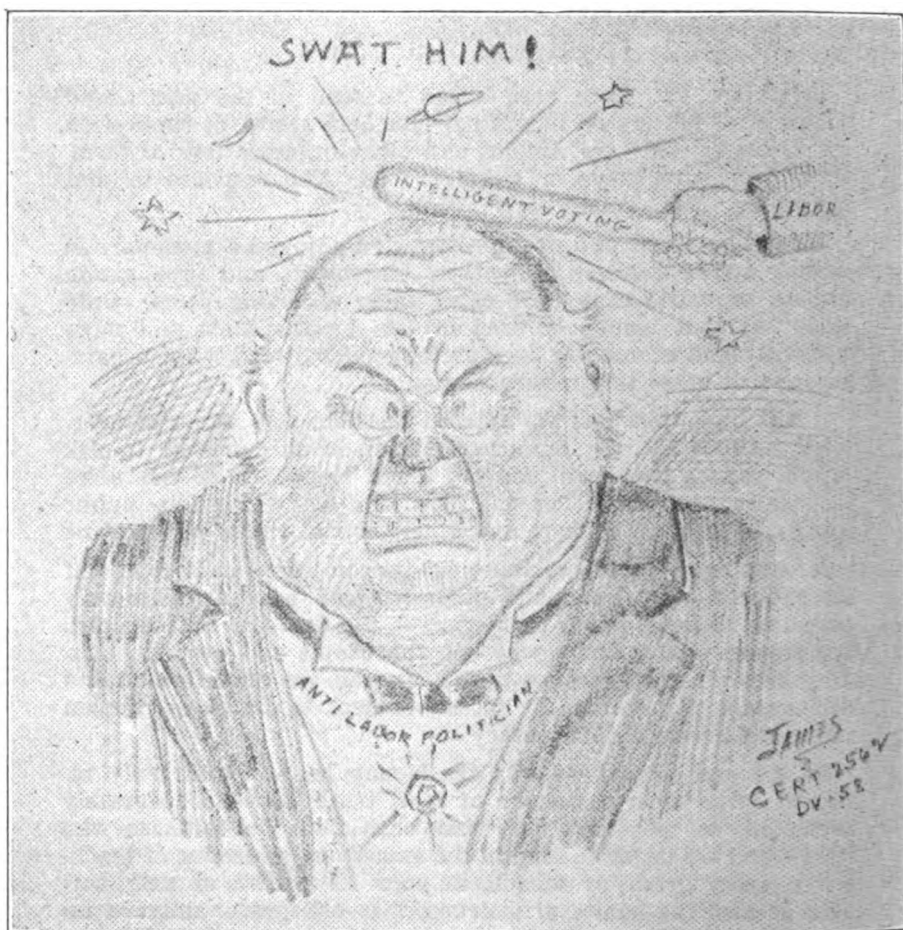
In very many instances those holding positions as teachers of the children of railroad and other workers have unconsciously passed on to those under their control, the deceitful and misleading propaganda of those who rob the people and despoil labor. They have done so because they were and are misinformed and deliberately misinformed by those who seek to overthrow human rights and create a dollarocracy.

To the end that those who teach may be well and truly informed; may be in possession of facts truthfully and accurately presented, so that they may pass such facts on to those who learn—you are urged to send in the names and addresses of teachers in every grade of schools in your city, town or neighborhood as also the names of instructors in colleges or universities in your vicinity.

In sending in such names and addresses mail your communication to E. J. Manion, president, O. R. T., Missouri State Life Building, St. Louis, Mo.

If you have not as yet sent in any names and addresses of officers or members of farmers' organizations, do so now as you send in names of teachers.

Do this and do it right now. It will aid you and us to overcome the poisonous propaganda with which the country has been flooded.



Brother Julian James, of Division 58, has put the case before you in the above cartoon.

The anti-labor politician and the four-flushing "statesman" have been handing you wallops a-plenty. It is now up to you to swat those sort of gentry and swat them good, with the club of an intelligent vote. The day for voting against yourselves has gone. Look at what the Railroad Labor Board has done to you because votes were foolishly cast and make up your minds that never again will any opponent of labor get your vote.

SWAT HIM AND SWAT HIM HARD.

Coming Out of It

After about three years of senseless abuse, vituperative denunciation and attempts to intimidate and destroy the organizations of labor, Big Business, its satellites of the Chamber of Commerce, Rotary Clubs, Kiwanis and others, have the satisfaction of knowing that so far as breaking down and destroying the morale of labor, the organizations thereof and abolishing all attempts to secure or hold conditions—their campaign has been an utter failure. They have the further unction to their souls of knowing that the tide has turned, the country is coming out of the sleep occasioned by their injection of poisonous propaganda and is slowly opening its eyes to the fact that their whole campaign was based upon a desire to hurt, and not to help, the public.

Slowly the nation emerges from the condition of servant to those who prey and is becoming resentful of those who caused it to be the unconscious instrument of a gang of highbinders, intent on destroying prosperity, the liberties of the people and to exalt the unworthy and unfit.

Up in Chicago the Landis award goes blooey as building trades mechanics are in demand and wages in such trades go up. Bricklayers and others get \$1.50 per hour, the "Citizens' Committee" is looking ridiculous as it is asked to prove its wild-eyed assertions of a reign of terror and its arrest of labor men of all kinds on flimsy charges reacts against those who sprang the sensation.

In their drag net they caught big and little. Indiscriminately they picked up men who held any office in labor organizations, including a general organizer of the A. F. of L. and now they face suit after suit for false arrest.

The building which was in course of construction and in which a fire was discovered, was not, as they claimed, a non-union job. It was a strictly union one and they were forced to admit the fire was caused by school boys who built bonfires. Not so easily as in the past could they make wild charges and have such charges accepted. They have protested too much and too often and their lies are known for what they are.

On the peg of a few members of organized labor who have aforesaid been accused of crime, they attempted to hang the skin of organized labor, only to find themselves impaled thereon. That a few were charged with a crime seemed to them sufficient reason for branding all, but the scheme failed.

IN WEST VIRGINIA.

Mine owners in West Virginia have for years controlled the powers of government in certain counties; whom they wished destroyed was destroyed; whom they wished sent to jail was jailed. All officials from judges up and down were in their pay and they were the government. No attempt was made to deny that fact and if one of their hired men killed and was caught killing, their courts and hand-picked juries acquitted him.

So sure was their power and so complete their control that they decided any attempt at wresting power from them was treason to the state. Deciding that, they sought the life of one William Blizzard, an official of the mine workers' union and caused him to be arrested as a traitor.

During the proceedings some flaw affected the perfect working of their machine and Blizzard went to trial in a county not under their control. When the case

came on for trial the regularly elected prosecutor walked out of the case and the mine-owning thugs were compelled to put their own paid attorneys at the job of convicting Blizzard. They put a raft of them on the job and proceeded to bully and intimidate all who opposed them. The judge refused to dismiss the case and ordered it to proceed, which pleased and cheered the operators, their lawyers and hangers-on.

Patiently and for weeks a jury of citizens listened to the "testimony," perjured and otherwise, offered by the lawyers for the coal barons. Also as patiently did they listen to the harangues made by said lawyers on the payroll of the barons, and after it was all over declared Blizzard to be not guilty. The verdict was so clearly a just one that the people of the community gave Blizzard and the jury an ovation and demonstrated their hatred of the mine barons and their gunmen by protesting against their presence in the county.

Crestfallen and whipped the mine-owning usurpers of political power have decided to drop their contention that resistance to their unlawful control is treason to the state and are off on a hunt for the lives of eight or nine men, whom they now accuse of murder. But they are fearful of the outcome, as they witness the sentiment of the people for a recovery of government and the abolition of private control of sheriffs, prosecutors, judges and courts, growing into demands.

TEXTILE WORKERS' STRIKE.

In New England textile workers strike and stay out for months. Mills are opened and they are urged to go back whipped, with the result that a mere handful only quits the ranks of the strikers and the mills, again close. Subjected to hardships, abuse, intimidation and coercion by police, troops and other agencies, some of them murdered, others beaten and jailed, those underpaid, illy organized textile workers prove the power and dignity that attaches to those engaged in a struggle for right and liberty, thus drawing to their cause all those who love the light and hate darkness.

The mill owners are losing—losing their control of public opinion and the semi-respect in which they were formerly held. They are proving themselves to be but cold-blooded seekers after money who are careless of the lives, hopes and happiness of not only those they employ, but of all others. So brutally callous are they to the finer traits of mankind that they are but slowly beginning to understand they are unclean and unworthy in the eyes of the public. They have shown themselves as they are and in doing so have outraged every man or woman retaining one human sentiment. The public is definitely against them now, where before it knew them for what they really are, it was reasonably friendly.

EURIPIDES HAS SAID:

"Truth is always consistent with itself, and needs nothing to help it out. It is always near at hand, sits upon our lips, and is ready to drop out before we are aware. Whereas a lie is troublesome and sets a man's invention on the rack to fabricate twenty more in order to make one good."

Which same saying should have been understood by those who started out on a campaign of lying, abuse of labor. The more lies they told the more they had to tell and in the telling they have been put to the rack, until now mentally worn out and intellectually a blank, their lies do sound in the ears of the public as foolish drivels emanating from a criminal seeking to explain away suspicious and guilty-proving circumstances.

Brookhart Wins in Iowa

Two years ago Smith W. Brookhart entered the lists against Albert S. Cummins, Senator from Iowa and sponsor for the Cummins-Esch bill of malodorous repute. On that occasion Brookhart ran well and scared Cummins out of several years' growth, at the same time making the Wall Street political machine sit up and take notice.

This year there was another primary for choosing the Republican candidate for senator. Brookhart again entered the lists, ran like a scared dog and left his nearest competitor nailed to the half-mile post. In Washington at the Senate office building, in the senate chamber and along Wall Street, there is weeping and wailing and sitting in sackcloth while the faithful pull beard and throw ashes.

The victory of Brookhart was a victory for the people. The "common boobs," in the parlance of the Federal Reservist banker, railroad wrecker and con man of Wall Street. Those "boobs" listened to nothing and nobody, but put their heads down and rammed their way through as pretty a mess of wire entanglements and camouflage as desperate political shysters and managers could construct.

Those astute birds who work the peasantry for the benefit of the shylocks back on Broad Street in New York; those players of politics as she is taught in the school of old man Pelf, played what they thought was a trump card when they put Clifford Thorne into the line-up to block Brookhart from the goal—and their trump card was only a lone jack in a game where deuces ran wild.

Cummins, the only man who ever secured the passage by the Congress of these United States, of a bill creating a small class as an aristocracy, with the right to tax all the people for their sole benefit, to insure that aristocracy against loss and guarantee them a profit on watered stock, running into the billions—started out as a "progressive" defender of labor and the farmer, but always with an anchor to windward among bankers and others of that ilk.

When the time was ripe he quit being progressive and became the man Friday of the railroad highbinders, carrying their grips, toting their clubs and doing other menial service for them. Brookhart, being free, outspoken and his own man, Cummins had no use for him and, in an attempt to wallop Brookhart below the belt, he gets Wallace, secretary of agriculture in the cabinet of multi-millionaires down at Washington, to help him.

They send for Clifford Thorne, one time progressive, as was Cummins, take him up on the hill, show him the promised land of a steady job at a big salary for a corporation and tell him he can have it all if he will run against his friend and townsman, Smith W. Brookhart. The idea being that he would pull sufficient votes from Brookhart to prevent him getting enough votes to nominate—to be successful the winner in the primary must have 35 per cent of the votes cast.

Thorne entered the race, backed heavily and freely by the despoilers of the people but his entry proved to be a fizzle. He sprung a tendon, got the heaves, became string halted and finished in the also rans. That is the smeariest kind of a smear for the Cummins-Wallace-Old Guard-Wall Street-Railroad combination. The horse they picked was a selling plater and not worth placing a nickel on, therefore, the weeping and wailing and pulling of beards.

It was a sweet and pretty day for the embattled railroad men and other workers who, with the farmers, had been placed under the heel of a dollarocracy by Cummins and his outfit, when they walked up on Monday, June 5th, and began to clean out the note shavers, crooks and fakirs who have befouled and polluted the Temple at Washington—by putting across Brookhart.

Let every man gird on his armor and enter the fight against privilege. The foe is not invulnerable, neither is he powerful except you fear him. Finish the good work in Iowa by electing Brookhart in November and in every other state go to the bat with a determination to win.

City Worker Is Farmer's Friend and Ally

A decade ago the American farmer regarded the city worker with more or less suspicion. For years he had been told that his poverty and hard times were due to the fact that the industrial workers got more than their share of the national wealth by reason of trades unions, which enabled them to secure a higher wage. The intelligent farmer of today does not believe all that he reads, nor all that the politicians tell him. In consequence, he has made a discovery that is revolutionizing the position of both farm and industrial labor in modern society. He has found that the producers of food and the producers and transporters of manufactured goods are each others' best friends and customers, and that an injury to one is inevitably an injury to both.

Common Interests and Common Enemies.

The modern farmer has joined hands with the city worker because he realizes that they have common interests and common enemies. Even the most obtuse farmer now admits that deflated wages mean deflated prices for farm products, and that the same selfish interests which profit from the one profit from the other also. With this realization has come a changed attitude toward labor unions, because the farmer himself has learned that only by united effort and collective bargaining can he secure a fair price for his own product. In brief, the farmer sees that without the labor unions the worker cannot get a fair wage, and without fair wages the farmer will not receive fair prices. Indeed, instead of berating the unions, the farmer is now organizing unions of his own. Some of these go under the name of co-operative organizations, which market the product of all for the benefit of each. Others are called out and out "Farmers' Unions."

Farmer Profits from High Wages.

This changed attitude of the farmer toward labor is summed up in a recent address by an officer of the National Farmers' Union before the state convention of the Nebraska Farmers' Union:

"You know—if you do not, you should—that the biggest and broadest and most profitable market the American farmer has is the purchasing power of American labor. You know that during the war, for the first time in the history of this republic, all labor was adequately paid and fully employed, and you know that during that same period, for the first time in the history of agriculture, you were able to get a fair price for your produce, because the laboring man was able to buy what his family actually needed. Let us not run away with the idea that there is any conflict between agriculture and labor. There are too many people in the country interested in driving a wedge between them. We are going to act together one of these days for a common purpose."

Farmer Aroused by Deflation.

This drawing together of farm and city labor has not occurred overnight. The recent deflation which picked the farmers' pocket to the tune of nearly \$8,000,000,000 and deflated agricultural values on an average of 70 per cent in two years' time compelled even the most indifferent farmer to do some independent thinking. The farmers learned, for instance, that this \$8,000,000,000 did not go into the pockets of the city workers, who were even more deflated than their rural brethren. On the contrary, low wages and low prices for farm produce impoverished them both for the enrichment of the same group of bankers, speculators and middlemen.

Low Wages Ruin Wheat Market.

How quickly low wages cuts off the market for the farmers' crop is indicated by the figures recently collected by the Joint Commission of Agricultural Inquiry

appointed by the 67th Congress. Chairman Sidney Anderson of this Commission discovered that the per capita consumption of wheat in the United States had suddenly dropped from 6.9 bushels in the prosperous year of 1919 to 4.6 bushels in 1920-21. Accounting for this alarming decrease of 33½ per cent, causing a fall of 230,000,000 bushels of wheat in our annual consumption, Congressman Anderson said: "It was due to the bad industrial conditions of unemployment and industrial depression." In other words, the country is suffering from under-consumption and not over-production. On the other hand, when the farmer cannot sell his crops at a fair price, he has no money to buy clothing and farm machinery, and the city workers who make these articles are thrown out of employment. Between the producing classes, whether in field or factory, there is an inescapable identity of interests.

Why the Farmer Spurns the Tariff.

Politicians have recently expressed surprise that the farmer is no longer greatly interested in the tariff. The reason is that the farmers have discovered that only about 12 per cent of the value of their products is exported to foreign countries. In other words, nearly nine-tenths of their market is found right here at home, and the city workers constitute the largest part of that market. In fact, so great is this interdependence that unemployment of the city worker invariably brings hard times for the farmer. The farmer is not fooled as easily as he used to be, especially when he sees a high tariff urged by the same interests which have so recently deflated him. He has reason to suspect that some of the self-advertised "representatives of agriculture" at Washington are more adept at milking the farmers than they are at milking cows.

The Myth of "The Good Old Days."

The farmers will not go back to the "good old days," within the memory of the present generation, when butter brought ten cents per pound, eggs were five cents a dozen, chickens were twelve and one-half cents each or \$1.00 for twelve, while oats and corn brought from ten to twenty cents a bushel. Even with these prices, the farmer often got paid in "due bills" which he had to trade out with the merchants who bought his produce. The basic reason for these low prices was the poverty of the industrial worker, who received but from 90 cents to \$1.25 for a day's work.

So long as hundreds of thousands of workers' families had to live on less than \$7.00 a week, farm produce brought almost nothing, and the farmers got only a niggardly living in return for their toil. Conversely, the so-called high wages of the war years brought farmers the most prosperity they have ever had.

These are the facts underlying the rapid spread of the Farm-Labor Unions throughout the southwest. They explain the expanding alliance of the two producing classes for political action. The most revolutionary discovery of modern agriculture is not the magic of irrigation nor the marvelous yield of scientific crop production. It is the farmer's discovery of the industrial worker as his best friend, his necessary customer, and natural ally.—Issued by B. of L. E.

That jury of farmers that tried Blizzard for treason evidently was not in favor of the rule of might practiced by the mine barons of West Virginia.

What with treasurers of alleged Constitutional Leagues, organized to intimidate workers, going to jail for swindling John D. and war grafters forced to give bail, things are not as rosy as they might be for those who preach and plunder.

Cuban Telegraphers' Strike

A strike of Cuban government telegraphers was inaugurated early in April last, continuing until the last week of the same month.

The decision on the part of the men to go out on strike was taken after every effort had been made to bring about a readjustment of salaries, their only cause of complaint.

Government telegraphers' salaries range from \$58 to \$87 per month, according to ability, salaries entirely inadequate to meet the high cost of living.

Considering that rents are higher than foodstuffs, it is easy to conceive many telegraphers are compelled to herd together under one roof, both single and married men, in some instances pooling their finances and living "en famille," in order to exist.

At the time of the calling of the strike approximately 700 men responded to the call, the lines throughout the island, extending to six provinces, being out of commission and all telegrams being handled via the "mail route."

The government officials made every effort to break the strike, even going to the extent of intimidation of those on strike, claiming the telegraphers, as government employes, to be under the regulations of the military, therefore practically categorized as "deserters" for having left their keys. In many instances these intimidations were successful and men returned to work.

With the calling off of the strike the last of April approximately 100 men were declared "cesantes" (without work), but it is to be noted that some of these men have already secured better paying positions.

The complaint on the part of the telegraphers that they are paid an inadequate salary for the skill and technical knowledge required is well founded. In this country before a telegrapher can qualify for the government service he must possess the equivalent of a high school education, be well grounded in elementary electricity, and possess a mechanical knowledge of the apparatus in use. For all of which he may, in event of an appointment, earn almost as much as the janitors who care for the rooms wherein he works.

Cuba is and has been in the throes of a financial crisis for the past two years. Many of the governmental departments have not produced enough revenue to provide for the payment of salaries of employes, but it is an unfortunate commentary that "Comunicaciones" or the Posts and Telegraphs department is perhaps the one governmental department which is proving profitable, yet the employes are treated with less consideration than any others in government service.

During the strike a prominent Cuban lawyer, Senor Pedro Herrero Sotolongo, rendered every assistance to the telegraphers and at least prevented abuses on the part of the officials. A letter addressed by Senor Sotolongo to the union leaders is more expressive of the situation than would be pages of description:

"I have taken all steps necessary to the re-establishment of normal telegraph service. * * * In spite of my interest, I have been convinced that the executive power is interested in maintaining ABNORMAL conditions to the grave prejudice of the public interests. * * * As the authorities charged with a solution of the strike show no interest in the matter, I recognize my work as having amounted to NIL, in presenting your noble cause before a group of insincere officials. * * * If I can serve you further, I am unconditionally at your command."

The strike has accomplished good results! Many officials, among these the Director of Telegraphs, have been removed from office and the president promises to take measures looking toward correction of the salary injustice as practiced against telegraph employes.—W. S. Conway in *Commercial Telegraphers Journal*.

Roll of Honor

The following members having concluded twenty-five years of continuous membership in The Order of Railroad Telegraphers, during the last quarter, were placed on the Roll of Honor and each of them sent a veterans' medal:

	Div.	Cert.		Div.	Cert.
Mrs. Maggie H. Hughes.....	62	162	A. L. Stewart.....	52	14
W. F. McGlaughlin.....	6	14	A. D. Brittain.....	35	175
J. A. Lamont.....	1	184	James K. Turner.....	14	19
James C. Barnett.....	Gr.	305	Horace McEwen.....	11	134
Irvin C. DeHaas.....	53	411	R. W. Thom.....	1	74
Robert L. Nieman.....	53	12			

To each of those placed on the Roll of Honor was sent the following letter of appreciation, expressing the sentiment of the entire membership:

"It is not only my duty, but a sincere pleasure to present to you in the name of the Grand Division of The Order of Railroad Telegraphers, our Veterans' Medal which is emblematic of twenty-five continuous years of membership.

"We are indebted to you for your loyalty during the past quarter century, and I desire to take this opportunity to express my heartiest felicitations for your long years of membership in the O. R. T.

"May this expression of gratitude always remind you that without your loyal support we could not have attained our present position in the labor movement. Fortified with that priceless asset—loyal members, we look hopefully to the future, believing it holds much for those who approach it courageously with an up-to-date membership card. "Yours in S., O. & D.,



Grand Secretary and Treasurer.

To Members in North Dakota:

While we are not advocating the support of any partisan in politics, there are candidates to be selected in the primaries to be held June 28th, and those who toil should see to it that none but outspoken friends of labor are selected as nominees.

D. C. Poindexter, a member of The Order of Railroad Telegraphers, holding membership in Division 54, is at present State Auditor and is seeking renomination in the Republican primaries. He has served faithfully and well and with credit to the whole people of North Dakota. You can reward a good servant of the people, who is a member of this organization, by voting for D. C. Poindexter for State Auditor on June the 28th. Don't forget the name and remember the date.

The present incumbent, Senator McCumber, is seeking re-election and opposed to him is Lynn Frazier. McCumber is distinctly and deliberately no friend of labor. Frazier has shown that he is a friend of labor.

McCumber is allied with that element in Congress which is always using the powers of government against the interests of the common people of the land. He has voted against labor and in favor of those acts which have caused bankruptcy for smaller business men, loss for farmers and lowered wages and unemployment for workers.

Lynn Frazier has always advocated and maintained the rights of the people and has on many occasions proven his friendship for labor. No member of organized labor; no worker in any field; no real business man or farmer should fail to vote for Governor Frazier on June 28th.

In the Senate of the United States Governor Frazier can and will render service to the people of his state; protect them from injustice and help to procure the passage of bills that will assist the people and defeat bills that are intended to benefit Wall Street at the expense of the people.

VOTE FOR D. C. POINDEXTER FOR STATE AUDITOR ON JUNE 28TH.

VOTE FOR LYNN FRAZIER FOR SENATOR ON JUNE 28TH.

Classes May Not Be Separated

That all members of the O. R. T., and others interested, may know the attitude and decision of the Railroad Labor Board concerning the assertion that agents are in a class by themselves and not to be included with those engaged in telegraph and tower service, when seeking representation before the United States Railroad Labor Board, the following statement of facts is presented.

By the use of clandestine methods a dual organization secured a schedule covering a few employes on the Cincinnati, Indianapolis and Western Railroad. That was the only schedule agreement they ever secured on any road, and that schedule does not now exist except as a memory of other days. The manner of its going and the ending of attempts to disrupt the O. R. T. is told in the setting forth of official documents and the story connecting them.

The first of these documents set before you is

DECISION NUMBER 825.

of the United States Railroad Labor Board, bearing date of March 20, 1922, which reads as follows:

"Question—Dispute with reference to negotiation of an agreement covering rules for the government of agents and agent-telegraphers in the service of the carrier named. (C. I. and W.)

"Statement—On April 24, 1921, a committee representing the Order of Railroad Station Agents requested conference with the carrier for the purpose of negotiating an agreement covering working conditions of agents, assistant agents, chief clerks, cashiers, and warehouse men in the carrier's service. At that time certain agents, agent-telegraphers, and other employes in the telegraph department were included in an agreement between the carrier and the Order of Railroad Telegraphers effective January 1, 1920.

"The carrier states that the committee representing the Order of Railroad Station Agents presented evidence which they considered sufficient to show that said committee represented a majority of the classes of employes for whom they desired to negotiate an agreement, and an agreement was duly executed May 9, 1921. The carrier further states that the nature of the work performed by the classes of employes included in the agreement made with the Order of Railroad Station Agents requires considerably more skill and training and involves greater responsibility than that of the telegraphers or other classes of employes covered by the agreement with the Order of Railroad Telegraphers, and that the majority of said classes of employes are entitled to the right to be represented by a committee or organization of their own choice.

"Copies of the agreement made between the Order of Railroad Station Agents and the carrier party to this dispute have been filed with the Labor Board. This agreement is effective May 16, 1921, and contains rules for the government of working conditions of agents, assistant agents, agent-telegraphers, chief clerks, and cashiers, and supersedes all rules of existing agreements, practice, and working conditions in conflict therewith.

"At the hearing before the Labor Board representatives of the carrier, the Order of Railroad Telegraphers, and the Order of Railroad Station Agents, which has presented an intervening petition in connection with this dispute, were present. The

carrier stated that the classes of employees included within the scope of the agreement with the Order of Railroad Station Agents are a class separate and distinct from the telegraphers and other employees in telegraph service covered by the agreement with the Order of Railroad Telegraphers, and should, therefore, be covered by a separate agreement if a majority of such employees so desire. The carrier also stated that it was willing to negotiate an agreement with the Order of Railroad Telegraphers covering rules for the government of straight telegraphers in its service.

"The representative of the Order of Railroad Station Agents claims to have authority from 62.5 per cent of the agents and agent-telegraphers in the carrier's service to represent them in negotiations on wages and working conditions. The representative of the Order of Railroad Telegraphers contends that 80 per cent of the agents, agent-telegraphers, and other employees in the telegraph department are members of that organization and that over 90 per cent have given their committee written authority to represent them in all matters affecting their wages and working conditions.

"It appears from the evidence before the Labor Board that the question to be decided is whether the agents, assistant agents, chief clerks, and cashiers shall be considered a separate class or craft, a majority of whom may designate what organization may represent them in negotiating an agreement governing wages and working conditions.

"Decision—The Labor Board decides that the classes of employees included within the scope of the agreement between the carrier and the Order of Railroad Station Agents do not constitute a separate class of whom a majority may designate what organization shall represent them in negotiations pertaining to wages and working conditions. The only employees covered by the said agreement which The Order of Railroad Telegraphers claims to represent are agents and agent-telegraphers. The Labor Board holds that employees filling these positions are not a class separate and distinct from the positions designated in Rule 1 (Scope) of Decision No. 757.

"The evidence is not conclusive as to what organization represents a majority of the employees included in Rule 1, Decision No. 757, and the Labor Board therefore directs that a vote shall be taken to determine the choice of a majority of the employees included in said rule of said decision as to their representation in the negotiation of rules and working conditions.

"A conference shall be held on or before April 1, 1922—at such place as the carrier may designate and of which due notice shall be given to all interested parties—by the duly authorized representatives of the carrier, the Order of Railroad Station Agents, The Order of Railroad Telegraphers, the duly authorized representatives of any other organization representing the classes of employees herein referred to and whose bylaws or constitution establishes the fact that the organization was established for the purpose of performing the functions of a labor organization as contemplated in Title III of the Transportation Act, 1920, and the duly authorized representatives of one hundred or more unorganized employees.

"Representatives of unorganized employees authorized to attend this conference must have the individual and personal signature and authorization of not less than one hundred employees of the said class, said authorization to show the place of employment and the title of the position held in the service.

"Said conference will arrange all the details of said proposed ballot and election along the same lines and under rules and regulations analogous to those provided for in Decision No. 218. When the ballots have been canvassed the result shall be reported to the Labor Board and the authorized representative of the carrier and the chosen representatives of the employees will proceed with the negotiation of rules."

RAILROAD DENIED REHEARING.

The road declined to hold the election among the classes noted and requested that the case be set for rehearing by the board. In their request for a rehearing they set forth, among other declarations, the following:

"We have the Order of Railroad Telegraphers including in their organization members who are not telegraphers and do not even come within the scope of the designation of their order and they are attempting to use the strength that is vested in them because of this to force employes, not members of their organization, not engaged in telegraphic work, and in a separate and distinct class, to acquiesce to their representation of them, and the Labor Board in ordering a vote in this case is condoning the very acts which they have declared unlawful in the decision cited above." * * *

"Agents and agent-telegraphers are recognized as a separate class or craft of employes in the rules for reporting information on railroad employes promulgated by the United States Labor Board, (page 261-262) and the evidence in this case shows conclusively that because of the nature of their work, they should not be classed with telegraphers. The fact that they have been so classed in the past is beside the mark, as they are not bound because of that fact to continue to be represented forever by an organization, the majority of whose members are engaged in a different class of work, and whose interests are entirely apart from their interests. Railroad station agents and station-telegraphers are as separate and distinct from telegraph operators, and more so, than painters and decorators are a distinct class from carmen."

All of which seemed to impress the board not at all for the board on April 15, 1922, refused a rehearing by issuing the following decision, which reaffirmed their former decision, that classes of employes eligible to membership in our organization, may not be separated by railroad managements for the purpose of granting separate agreements to such divided classes of employes, but, that the several classes of employes, constitutionally within our jurisdiction, shall constitute the body of employes to select those who shall represent them.

"Question—This decision is upon the application of the Cincinnati, Indianapolis & Western Railroad for rehearing on Docket 1263, Decision No. 825.

"Decision—The Labor Board, after due consideration of the motion of the carrier named for a rehearing of the dispute herein, overrules said motion and declines to reopen said case."

ROAD CALLS IN REGULAR COMMITTEE.

When the road was denied a rehearing it made no effort to hold an election, but called in the regular General Committee of The Order of Railroad Telegraphers and proceeded to renew and revise the agreement entered into in 1920, covering those employed in station, tower and telegraph service on the C. I. & W.

The agreement, signed on May first, 1922, re-established the vacations abolished during Federal control, provided a starting time for one man positions, incorporates all that was good in Decision 757 and all practices that had formerly been granted to agents.

With the clear-cut decision of the board providing against the division into classes of those covered by The Order of Railroad Telegraphers it should be generally understood that attempts to form dual organizations are doomed to end in hopeless defeat.

Who Is General Public?

(By Mrs. C. B. Warburton, in *Maintenance of Way Journal*).

The newspapers have been wailing recently about a certain "General." They are shedding tears because of the dreadful things they say are likely to happen.

Now you please notice, "General," when any of the unions are standing up for what they believe is an honest days wage, and use (or threaten to use) their only weapon, a strike, this dear old paper weeps and wails for poor old "General Public," in deadly fear the old "General" will starve or freeze.

Every union worker is called a traitor to his country if he rebels when impossible conditions and compensations are his reward for faithful service. Yes, I say faithful service, for even though you did print a part of a Canadian's speech with a head line: "Going to Extremes," in which he proceeded to say: "The workers need a man behind them all the while with a yard stick." In referring to railroad workers, I still contend they give faithful service. All railroad workers should not be classed with one extreme condition or individual any more than all railroad operators should be placed in the class with Henry Ford, if you please, who is in an honorable class of which we find just a few.

Now, "General Public," do you come any nearer freezing and starving to death when the workers cause transportation or other public works to be closed than you do when the operators close down to starve out the railroad workers and their families? (O, yes, the union men and women have families, too. They are human, don't you know?)

Don't you remember last winter how hard it was to get coal and other necessities and the railroad workers patiently (or impatiently) waited, and watched for a chance to work, but were all the time promised a reduction of prices, lower freight rates, passenger rates, etc., for this big "General" if they just would accept a slight cut in wages?

Believe me, not only the railroad workers, but the business men remember it. But "General" did you hear the daily newspapers wailing for the old "General?" I guess not.

Now, just why is this condition true? We all imagine, why. Guess we just about know, too, don't we?

Wages came down. Did freight and passenger rates? Did living expenses come down any appreciable amount? The *Gazette and Bulletin* was being bled white (?) paying union wages and working on union conditions. They declared "open shop." Has your subscription been lowered, "General?" Mine hasn't. Paper is cheaper, labor is cheaper, everything that goes into the newspaper is cheaper. Why not the subscription?

This is a condition existing all along the line of business (or nearly all) and yet this propaganda against unionism is being flashed in the faces of the honest workmen who are really intelligent enough to read a newspaper which they pay for with the money earned by sitting (?) around in the way of the editors, railroad operators, and dear old "General Public." Of course, now, Mr. Worker, don't object, for you can keep warm in the snow and live on water. You don't need to pay your rent, the railroad operator and "General Public" will pay that. Oh, yes, while they are laying off thousands all over the country this month, you just keep quiet and take your medicine that Old Doc Operator deals out to you, for you (don't) know he is looking out for this poor old "General."

Even the grocerymen down in "Billtown" were having a spasm last spring over the railroad workers getting such high wages.

Why under the sun doesn't the grocerymen and newspaper men get a job on the railroad so they don't have to work for their money, nor bother with a big automobile, servants, etc.

Helping Wall Street

Below will be found a little story with a big value to those who want to know just how they are being chiseled out of money, jobs and prosperity. The story was not carried in the dailies and is not worth publishing in the estimation of those who take your money for fake news in fake newspapers.

Government money, the property of the nation for the benefit of the nation, flowed in millions into a New York bank that was furnishing the funds to engineer a notorious Wall Street stock market "corner" or monopoly at the expense of the people.

This was done through the Federal Reserve Bank of New York.

It was a sensational proceeding, worth many front page news stories. The facts are and have been available. They are in the Congressional Record.

Not a single daily newspaper has printed this sensational story about the doings of Wall Street gamblers with the funds of the American people.

Read these words of Senator Heflin, spoken in open Senate session, printed in the Congressional Record and there for all to see:

"Mr. President, the records show that a bank to which the Federal Reserve Bank of New York was loaning at one time about \$100,000,000 was furnishing funds with which to engineer a notorious 'corner' on the New York Stock Exchange, in which 'corner' the president and two vice-presidents of the bank which was enjoying these huge accommodations from the New York reserve bank were largely interested financially."

So, the officials of a bank get in on a big gamble. They get the Federal Reserve Bank, organized to safeguard the people, to loan their bank a hundred million dollars, while farmers can't get a nickel and wage-earners by the millions are unemployed.

This story of how the people's money is handled and to whom it goes would be of tremendous news value in any newspaper office where there was freedom to print the real news of the day.

This vital piece of news has been suppressed by the daily newspapers of America.

A COURTESY EXTENDED

Each member will receive through the mail, a pass entitling the bearer and members of his immediate family to a room at the well-equipped and managed Lexington Hotel, Chicago, Illinois.

The president of the company operating the hotel, Mr. Mack, has very generously extended this courtesy to our membership, assuming all of the expense incurred in printing and mailing the pass and letter, sent to each of you. It is hoped that the courtesy will be fully appreciated.

Pomerene, of Ohio, was elected after promising to do what he could for labor. He certainly has done all he could to labor, but nothing for labor. His idea of a representative of the people being: that he who betrays the people is the best sort of representative.

Telegraphers' National Bank

The preliminary organization of The Telegraphers' National Bank of St. Louis has been completed, with the election of the officers and directors named below:

OFFICERS

President, E. J. Manlon.
Vice-President and Cashier, L. J. Ross.
Vice-President, Albert von Hoffmann.

BOARD OF DIRECTORS

E. J. Manlon, St. Louis, Mo.	G. E. Joslin, St. Louis, Mo.
L. J. Ross, St. Louis, Mo.	N. S. Morgan, Clayton, Mo.
B. E. Nason, St. Paul, Minn.	J. G. Campbell, Rolla, Mo.
G. E. Soyster, St. Louis, Mo.	Dr. S. A. Peake, St. Louis, Mo.
J. F. Miller, Baltimore, Md.	Albert von Hoffmann, St. Louis, Mo.
H. G. Alexander, Greensboro, N. C.	W. S. Campbell, St. Louis, Mo.

Application for charter has been made and upon the granting thereof, the members of the Order will be furnished application blanks for the purpose of subscribing for stock.

The bank is capitalized at \$500,000 with \$100,000 paid-up surplus. The majority of stock is to be owned and held by The Order of Railroad Telegraphers and the remaining shares are to be sold only to, and held by, members in good standing.

When a million men all start out to put a set of politicians out of business, they are pretty apt to succeed. Railroad financiers should have thought of that.

Now that Wall Street has heard from Iowa, it can get ready to hear from every other section, and to get reports that will please it about as much as the news from the Hawkeye State did.

When the railroad wreckers decided to brand all railway employes as profiteers and enemies of the people, they opened up a hornets' nest. Witness the way they are being stung in primaries and elections.

That country is on the brink of ruin and its system about to fall in when its judges are corrupt, when its administration of justice is venal, when the rich man is all-powerful before the courts, and the poor man has no chance.—Senator Caraway, Congressional Record.

Away back yonder in the eighties, a section hand told a gentleman to "wait until the gravel train came along" before concluding his straw vote-taking. Before those who vilified and robbed railroad workers started their trip they should have thought of the "gravel train" which is now unloading.

Those in control of our resources, our capital, our labor, and our credit arbitrarily fastened on our industries a charge of \$57,000,000,000, which they afterwards doubted by the process of deflation. The Government has taken approximately \$11,000,000,000 of these profits in taxes. It is a great pity that it did not take all of them. It has been prevented from taking more by the false cry that the excess-profits tax was draining away our capital and therefore stifling business. Instead of this being true the taking of these profits in taxes would have extinguished our war debt and at the same time would have eliminated this enormous charge upon our present and future production.—Senator Ladd, Congressional Record.

Railroads Run for Stock Jugglers

Responsibility for the present plight of the railroads of the United States was placed upon the financial rather than the operating end of railroad management by W. J. Lauck who testified before the Senate Committee on Interstate Commerce as the consulting economist of the Railway Employees' Department of the American Federation of Labor.

He said: "Their properties are depleted, their efficiency is seriously impaired, their credit is undermined, their profits are dwindling, it is hopeless to ask for higher rates, because the traffic cannot stand higher rates and, caught in this impasse, they find themselves between the horns of Government control or bankruptcy. And this situation has largely arisen because the railroads have been dominated by men who knew how to manipulate stocks and bonds, rather than by men who knew how to carry on the service of transportation on the basis of a maximum of load for a minimum of energy."

"We realize that freight and passenger charges may be too high, but we do not concede that it arises from wages paid to railway employees. We acknowledge that labor costs of the operation of the railroads are excessive, but we wish to take this opportunity of showing that this is due to the delinquencies of railway management and policy, and not to unreasonable wages, working standards, or inefficiencies of railway employees. We will even admit that too much has been paid for labor as a whole, and that, while the individual employee's rates of pay have not been sufficient, labor costs of operation have been too great. This has not been due, however, to any lack of productive efficiency of railway workers, but to the inadequate and impaired facilities of the railroads which are acknowledged even by railroad officials to be a generation behind the commercial and industrial requirements of the nation."

Mr. Lauck explained that the railway workers want it clearly understood that they do not bring charges of wastefulness and extravagance against present railway executives, "who are struggling under a handicap they cannot overcome, but that their strictures are directed against those who made and directed the financial policy of the railroads in years past and who today are endeavoring to foist upon labor and the public the burden of the financial rehabilitation of the roads, and that the public should know that there is a decided difference between high labor costs and high wages."

Failure to set aside a sufficient percentage of their earnings to cover depreciation was one of the counts in the indictment of the financial mismanagement of the railroads. Mr. Lauck submitted a table purporting to show that in the eight years from 1911 to 1918 the depreciation fund of the railroads was \$2,155,500,000 less than it should have been under any sound financial policy, and said that if this money had been set aside and expended properly an annual saving of approximately eight hundred million dollars in the operating expenses of the railroads would have been effected.

Discussing the diverse views of the railroad executives and the railway workers he said: "That the former look upon labor simply as an item of operating costs and the first to be attacked when economies and retrenchment are necessary. The workers, on the other hand, regard labor as essentially a human factor in the operation of the roads and insist that wage reductions should not be considered until every other measure has been taken to reduce operating costs."

Mr. Lauck went into a detailed discussion of the wages of railway workers and said that they should be determined upon a living wage basis, with differentials

for skill, experience, hazards of employment and productive efficiency. To arrive at what constitutes a living wage he cited the various so-called "comfort budgets" which have been compiled by Governmental and other authoritative agencies and said that on the basis of living costs in May, 1921, they averaged \$1,970. As against this he computed the average annual compensation of railway workers in 1920, as corrected by deducting overtime on the basis of figures presented by the railroads, to have been \$1,603.36, which was further reduced to \$1,475.89 by the decision of the Railroad Labor Board effective July 1, 1921.

"Large numbers of railroad workers fall far short of any such earnings. Section men to the number of 275,352 can only earn \$925.32 annually under the present scale, if they work full time; construction gang and work train employes, numbering 28,760, can average but \$970.08 annually; other unskilled labor numbering 108,977 can average but \$1,000.68, and 22,572 crossing flagmen and gatemen can earn only \$810.84."

"Here is a total of over 430,000 employees, about one-quarter of all railroad employes, whose average earnings run between \$810 and \$1,000 per year, and for the largest group section men—average only \$925 per year. Moreover, the earning of these amounts per year depends on absolutely continuous employment without loss of time through sickness, accident or other cause, a condition which of course is almost utterly impossible."

"Instead of seeking further to reduce the wages of men now inadequately paid, Mr. Lauck said the railroad executives should at least first make some effort to economize on their outlays for fuel, supplies and equipment, a conservative estimate of the possible annual saving in that direction being one billion dollars, on the basis of 1920 prices."

"There never has been and is not now any public protest on the part of railway management against excessive prices for steel rails, coal, or other materials and supplies. Although in 1920 their fuel bill at prices then prevailing was \$700,000,000, and their cost of supplies and materials was \$2,000,000,000, there was no protest. The indefensible prices of materials, fuel and supplies were accepted, but a most determined drive was made in 1921, and has been growing in strength ever since, to reduce railroad wages."

"This seemingly inconsistent attitude on the part of the railroad executives—to accept exorbitant prices for fuel materials and supplies on the one hand, and to attempt, on the other, to deflate railroad labor without regard to human standards or adequateness of compensation—would be inexplicable were it not for the results of official and private investigations as to the control of credit in this country, and the relations between large producers of fuel, iron and steel and other basic railroad materials, and certain groups of private banking houses and financial institutions. It has been shown that the control of railroads, manufacturing and mining finance and credit centers in a small inner group of New York bankers and financiers of which the banking house of J. P. Morgan & Co. is the apex. This same group not only controls the railroads, but also the anthracite coal industry, the dominant operations in the soft coal industry, the United States Steel Corporation, and railway locomotive building and equipment manufacturing concerns. It also controls and directs the Association of Railway Executives and through the members of this organization gives expression to its public policies and propaganda."

Mr. Lauck presented an exhibit which he said "presented primary evidence of an inter-industrial-railway-and-banking combination in control of national railroad policy and indubitable evidence of the intention and design of this combination with respect to the intensification of general unemployment."

"It shows," said Mr. Lauck, "that there is a capital and credit combine consisting of the major banks, the railroads and the industries controlling basic materials, and that this combine has and exercises a power over the economic destiny of the United States. It shows that this inter-related capital group deliberately deflated the farmers and then undertook to deflate labor. It shows that within one and the same capitalist group lies the power to adjust or misadjust relative prices in a manner that will stimulate or suppress industrial activity. It is pointed out that this focal capitalist or credit group has deliberately maintained high prices of steel, coal, cement and other basic materials, and that the railroads, financed by the same interests, have refused to place orders for plant maintenance, or even the orders necessary to prevent plant and equipment deterioration. The consequences of the general policy practiced by every branch of the giant combination in ultimate control of capital and credit, beginning with the constriction of bank credit itself, has, in addition to the fundamental causes of depression clamped a brake, so to speak, upon all industry and has intensified unemployment, designed in the general policy of the capital combination.

"The exhibit shows that the greater factors in American industry, the railway equipment producers, the railway repair works, the steel interests, the coal, cement and other basic material producers, are all closely bound together by inter-capital relations and interlocking directorates, coming to a focus in the banking house of Morgan & Co., and that the determination of their major policies centers in and is controlled by a number of men scarcely larger than go to make up the administrative and executive staff of the Federal Government. This general statement is supported by documentary evidence, indicating specifically and in detail the great central institutions and the precise character of their various inter-relations, and naming the persons by whom the bonds of union are tied.

"The railway employes in their exhibit make no issue as to the propriety or the possible necessity of a centralized system of economic co-ordination and control in a highly industrialized and inter-dependent country like the United States. The point of the employes' exhibit is its challenge of the unconscionable misuse which the great combine in this instance has made of its power. It is demonstrated and very fully illustrated that the great capital interests operating under the Transportation Act, which virtually guarantees uniform railway profits, or provides for their development, have utilized the device of joint financial interest to shift the burdens of expense to the railways, thus enabling themselves to draw increased profits from associated industries."

Mr. Lauck summarized the points which the railway employes desired to emphasize to the committee as follows:

"1. The labor costs of the railroads are no doubt too high as are all the operating costs, but this is due to inadequacies of management and equipment and not to the wage rates of the individual employes.

"2. With increased capital investment, with management divorced from banking control, and with the resulting increase in the efficiency of operation, huge savings may be effected in labor costs and in all other operating costs.

"3. Present wage rates of unskilled railroad labor are below the level actually essential to permit these employes to maintain a healthy, decent American standard of living. This condition also applies to much of the skilled labor force.

"4. Therefore, no reductions in wages can be contemplated and, if justice prevails, many if not all railroad wage rates will tend to increase.

"The payment of a living wage to the humblest worker, with appropriate differentials to skill and experience, is a primary obligation upon the railroads, and the Government certainly cannot sanction any other policy."—*Railroad Trainman*.

Look Out for Him

An individual claiming to be W. B. Cain, and a member of the O. R. T., robbed the ticket office of the Pere Marquette at Bay City, Mich., of all available cash, amounting to \$433.56.

This bird is about 25 years old; height, five, nine; weight one hundred and fifty pounds; has dark wavy hair; talks in a slow drawl; acts shy and is inclined to stick by himself and says very little. When last seen, wore dark suit and dark, narrow-rimmed, round, crushed top soft hat.

It is supposed that he came from the Southwest and claimed to have worked on I. C. at Carbondale as agent-operator from tenth of January, 1920, to second of April, 1922; C. & A., Bloomington, Ill., from twelfth of May, 1918, to fifth of January, 1920; M. & O., Meridian, Miss., 13th of December, 1914, to sixth of May, 1918.

He is a first-class telegrapher (relay) and is competent in every respect as agent or telegrapher.

The records of the O. R. T. show no W. B. Cain as a member. His story of membership in the O. R. T. being false, the name he gave when securing employment on Pere Marquette is evidently an alias.

All members recognizing the absconder from the description above given are asked to send such information concerning him as would lead to his detection to A. R. Westcott, care of P. M. Ticket Office, Bay City, Michigan, or to General Chairman R. M. Burr, Division 39, 320 South Fifth Avenue, Ann Arbor, Michigan.

It is taking a long chance to accept a man's statement that he is a member of the O. R. T. Don't accept his mere statement, make him prove it.

Letters read into the Congressional Record say that Attorney General Daugherty, with Lawyer T. B. Felder, got Charley Morse out of Atlanta prison by getting President Taft to commute his sentence; that Morse consumed soapsuds and produced a kidney condition that passed for Bright's disease, and that Felder and Daugherty later discovered the ruse but sought to prevent any steps that might land Morse back in the penitentiary.

Felder and Daugherty were promised \$25,000 by Morse in a signed agreement and were promised \$100,000 in a verbal agreement, but Morse paid only \$5,000. They didn't sue for the \$25,000 because they didn't want to have the matter stirred up in the newspapers.

Morse is again under indictment, but he hasn't been tried.

Daugherty has advocated restrictive legislation for labor, but he seems to believe in freedom for Charley Morse and for his friends, some of whom are very high-up in affairs.

However, there are a couple of Congressmen and a couple of Senators who are jumping on Daugherty's coat-tails right smart these days and maybe he will yet get a hump on himself and make motions to bring war grafters to trial.

Men do funny things when they are chased by wild cats.

The United States Chamber of Commerce, composed of rich men, big financiers, wise men, foolish men, labor haters and men fair to labor, is going to build a costly and palatial headquarters in Washington.

This structure is to be built "open shop," Chamber officials say.

Many Chamber of Commerce members know that this is wrong policy, but the majority has adopted the "open shop" anti-union idea.

Excavation work has begun, the only employees so far being the shovel crew, a 100 per cent union outfit!



There are 12,000 railway workers in India.

It is a wise proverb that hasn't got a crack in it.

We believe many things that it is too much trouble to prove.

Woman's courage is ignorance of danger; man's is hope of escape.

No attention is paid to a chronic liar when he utters an occasional truth.

In order to have liberty one has to be willing to grant a good deal to others.

There are now in Italy, as a result of the world war, 30,000 mutilated men.

A body sound enough to toil ought to have a head sound enough to know how to vote.

The union label very often interests us in ourselves because it interests us in others.

Labor is not yet wise to the fact that the bankers use the workers' savings to defeat the workers.

There are happily constituted people who don't care whether they express their opinions or not.

The Argentine government is planning to harness falls of the Parana river for the production of electric power.

Swords are beaten into plowshares and war-worn bayonets are utilized in making wood-splitting machines in Germany.

Two hundred and forty-one new members were enrolled in The Order of Railroad Telegraphers during the month of May.

Eighteen Europeans including Englishmen, Frenchmen, Dutch and Belgians, have founded a commonwealth and established a government in the Mongolian desert.

The external debt of Great Britain is \$5,807,815,000. The chief outstanding creditor is the United States, with \$4,863,520,000; Canada following, with \$263,695,000.

Satisfactory substitutes have been found for platinum for various purposes, but in some chemical requirements and for use in high-duty contracts no substitute has been found.

A virtual agreement has been reached for an amalgamation of two of the largest British trades unions, the railwaymen and transport workers, with a combined membership of 1,500,000.

Mistakes are dangerous when they become habits. It is a mistake to spend money earned under union conditions for nonunion labor or its products. Demand the label card and button.

From each ton of oil shale rock mined in Scotland and France, 22 gallons of petroleum are distilled. The American oil shale is somewhat different and is richer, giving generally 40 gallons per ton.

Ground was recently broken in New York City on work that will be known as the longest vehicular tunnel in the world. The tube will extend under the Hudson river from Manhattan to Jersey City, N. J.

Next to selling steam whistles to moonshine distillers, perhaps the most unprofitable endeavor is to read the news on the soldier bonus and pick out the congressmen who would rather be right than re-elected.

Those who have served the people have nothing to fear, but those who have been sacrificing the rights of the many in order to advance the interests of the few may just as well prepare for the battle of their lives.

The Norwegian agricultural department, which is promoting the cultivation of new land, recently announced that 50,000 acres of waste land had been cultivated and put into bearing throughout Norway during the last three years.

A daily paper wants to know if Senate seats are for sale. It should refer its inquiry to the United States Steel Corporation, the railroad, and other big corporations. We are sure that these organizations will quote the current prices.

In Greece a new ruling recently introduced in the national assembly authorizing the government to raise a forced loan of 1,500,000,000 drachmas (\$67,000,000) will compel all persons possessing paper currency to loan 50 per cent to the state.

The co-operative society of Farmington, Ill., is an additional proof that co-operation along Rochdale lines is correct. The last quarterly report shows a net saving of \$4,749.21. A net saving of \$920.82 was made in the dry goods department alone. The total resources of the society are \$49,062.21.

The direct loss to the community, due to the strike in the coal and gold mines and in the power stations and engineering shops at Johannesburg, together with the loss occasioned by the reign of terror conducted by the employers, which covered a period of ten weeks, is estimated at \$35,000,000.

Newfoundland and its dependency Labrador has a population of 262,938, according to the figures for the recent census just issued. In 1911 the population was 242,619. The increase was on the island, the number of persons living in Labrador having shown a considerable decrease.

Professor Louis Duparc, Director of the School of Chemistry in Geneva, has accepted an offer by the Russian Government of the job of reorganizing the platinum industry in Russia, reports the Berner Tagwacht of April 27. He will be accompanied to Russia by Charles Couchet, a Swiss engineer.

St. Louis-San Francisco Ry. Co. shows surplus of \$3,225,680 for year 1921, after taxes and all bond interest deducted. This is equivalent, after allowing for preferred dividend requirements to \$5.49 a share on the \$50,447,26 outstanding common stock. In 1920 the surplus was equivalent to \$2.56 on the common stock.

In view of the fact that in many cases workmen have been charged for medical service, the Commissariat for Protection of the People's Health has reminded all its subdivisions that no such charges must be made and that medical aid is to be at the expense of the Insurance Fund, says a Moscow dispatch to the German press.

Printing, gunpowder, steam and the compass were the four greatest inventions of an early period made without the modern aids of scientific discovery. These inventions are said to have done more to change the face of the world and the fortunes of mankind than electricity, wireless, telegraph, motion pictures and the phonograph.

Here is a dandy receipt for home brew: Chase a frog three miles and gather up the hops; to the hops add the following: Ten gallons of tan bark, one-half pint of shellac, a bar of home-made soap; boil mixture thirty-six hours, then strain through sock to keep it from working. Then bottle and add a grasshopper to each pint to give it a kick.

The record of the personal activities of our servant, the secretary of the treasury, Mellon, includes four banks, four insurance companies, and 62 other corporations. Their products—oil, aluminum, railway cars, locomotives, steel, plate glass, radiators, carborundum, bolts and rivets, motor trucks, and one hundred other things—go all over the world.

Shipowners in Australia are demanding a reduction of wages for all maritime workers viz.: Seamen firemen engineers masters, stewards, pantrymen, cooks, butchers, bakers and others engaged in the vessels. The unions will resist the demands of the shipowners. In some cases counter demands are made for higher wages and better working conditions.

Rubber, popularly believed to be the sap of a tree familiarly known as the rubber plant, of which many have miniature specimens growing in their homes, is obtained from a wide variety of trees and bushes. There are more than 60 varieties known to commerce. South America, Mexico, Africa, India and the islands of Malay Archipelago all produce one or more kinds.

Low wages paid common labor in the steel industry is shown by the report from Buffalo that the Lackawanna Steel Company has raised wages from 23 cents an hour to 26 cents. Rates for the steel trust are slightly higher. When the latter made its first reduction it assured workers that the quick return to prosperity and lower living prices would equalize their losses.

The labor government of Queensland is commencing a land development scheme on the Burnett river, in the central part of the state. When the scheme is completed \$20,000,000 will have been spent on railway construction and land settlement; 300,000,000 acres of land opened up, and 5,000 settlers accommodated. In addition the government is attending to water conservation and irrigation problems.

Factory owners in China are not allowed to hire children under 12 without special permission, and children under 15 cannot work more than 12 hours a day. The law also prohibits children from working after 10 p. m. or before 4 a. m., except with official sanction. Children get two holidays a month, or four if they work at night; half an hour for lunch, or one hour if they work more than 10 hours a day.

There are over 4,000,000 men and women out of work. They are ready, willing and able to work. Why are they not employed? The professors and politicians tell us that these are unemployed because there is no market for the goods they could produce. That is not so. These four million, themselves, are a market. The workers of the world really live by working for one another. That is something to agitate about!

The seats of over a score of mayors who were elected last fall on independent tickets in Ohio have been placed in jeopardy by a State Supreme Court decision. In a contested councilmanic election in Cincinnati the Supreme Court held that all independent tickets in municipalities of over 2,000 population are void, the General Assembly never having enacted laws to make the constitutional provision for independent candidates operative.

"The hardest thing of all is to educate people."—Henry Ford. It all depends upon when you begin and the methods you use. If you begin early enough and always remember that your object is to educate, not to tame, that you are dealing with individualities, not with machine products, you cannot help being successful. Educating human beings and training animals are two distinctly different things, which some "educators" do not seem to know.

The Kansas Court of Industrial Relations issued its final minimum wage order, fixing the minimum wage for

women in laundries and factories at \$11 a week and in mercantile establishments at \$10.50. The previous minimum was \$10.50 and \$9.50. Officials of the Associated Industries of Kansas, an employers' organization, announced that proceedings would be begun in the Supreme Court to enjoin the Industrial Court from enforcing the order.

Organized "civil disobedience" and boycott of American goods has been decreed in Hayti as a protest against the "illegal election of the constitutionally ineligible candidate, Louis Borno, and his recognition by the American High Commissioners," according to a cablegram received by the Hayti-Santo Domingo Independence Society. The message said the American government had been formally notified of the action taken. The reprisals began on May 25.

Mill and lumber yard owners at Klamath Falls, Washington, are now "inducing" business men to urge mill workers to accept the nine-hour day. The state board of conciliation ruled that the eight-hour day should prevail, but the bosses rejected the award and are attempting to develop a public opinion that will justify their course. The owners have assumed an air of injured innocence and "express regret that politics had to play its part in the board's proceedings."

Registration for the provincial general election in Manitoba began May 8. The registration will be carried on in the outlying districts until June 10. The courts of revision will sit seven days after registration is completed. From this it would appear that the election will not be possible until about July 10, as the lists will not be prepared until the last week in June, and it is necessary for at least 14 days to elapse between completion of the lists and election day.

During the long ages of historical transformation class after class and interest after interest in rational progression become active in the community,

dominate the community, evolve a political and economic order expressive of their will, introduce a political and economic order more widely based and nearer to a complete social order than that of their predecessors in power, and then give place to classes and interests more comprehensive than themselves.—*J. Ramsay MacDonald.*

"Where is the 'love of country' to those vampires who fatten and grow rich on the rotting carcasses of the world's humanity? The British capitalists, manipulating a Government that functions in the interests of capitalists, loaded upon the British people for nothing in return—a load of debit almost equal to the indemnity of the Germans imposed upon the French nation at the end of the Franco-Prussian war. And the millions are only part of the plunder."—*Frank Anstey's "Kingdom of Shylock."*

The Big Men tell us that wages must come down as the cost of living is coming down too, and they are slashing wages. This argument is based on a fodder basis of life. So much to keep a horse, and so much to keep a man. Your position in life never improves. But the cost of living is not coming down. Rents are going up. Gas is going up. The telephone company has increased its rates and the street car company will make further increases. You wonder why we have agitators? There is something to agitate about—that's why.

The Central Labor Union of Toledo, Ohio, has started suit against Mayor Brough and other officials to compel them to pay city laborers the wage scale set by the city council. The council's minimum rate of 50 cents an hour has never been repealed, but this does not affect the mayor, who was elected by the "law-and-order" element on an "economy" platform. The unionists are demanding that the mayor set an example for law and order, and if he thinks wages are too high, let him ask the council to make the change, as provided by law.

R. Hoe & Co., in a recent advertisement in *Editor and Publisher*, a trade organ, boasts that it sold and installed during 1921 more large newspaper presses than in any previous year in the history of the business. At the annual meeting of the American Newspaper Publishers' Association it was declared that national advertising in 1921 was \$180,000,000, a decrease of only 10 per cent from the 1920 peak figures. International News Service has more than doubled its world-wide operations within 33 months, according to an ad in *Editor and Publisher*.

A sad echo of the war is found in a communication sent by the mayor of the commune of Moronvilliers to the prefecture of Rheims. The message from an official of the town which was the scene of some of the worst fighting in 1917, dealt with the regional council elections, held throughout France. The message stated laconically, "The commune of Moronvilliers cannot apply the electoral law because of lack of inhabitants." Owing to devastation the commune is totally uninhabited and the mayor himself lives in a neighboring town.

In reporting in *Izvestiya* on the progress being made in wiping out illiteracy in Russia, Commissioner Meshpinskaya recently pointed out that in teaching some 5,500,000 persons how to read and write in 1920 and 1921, the Soviet authorities had not neglected to make propaganda for communism. It was asserted that on May 1 there would not be a single Red soldier or sailor unable to read. Hope was expressed that the return to Poland of ex-prisoners of war who had learned to read in Russia, would have a good effect upon the Polish proletariat.

The convention of the International Brotherhood of Locomotive Firemen and Enginemen responded to a plea for financial aid for the 70,000 textile workers on strike in the New England States by voting \$10,000 for their relief. The re-

quest for financial assistance was placed before the convention by Mary Kelleher, organizer for the United Textile Workers of America. She asserted that the seventeenth week of the strike had been reached and that without financial assistance from the railroad brotherhoods the workers would be unable to carry on the strike.

"From now on we can expect nothing from 'wage boards' and other bodies established during the war to comb out tangles, promote industrial peace and increase production," says the *Painter and Decorator*. "Members employed in private ship yards, in navy yards, at arsenals or Government posts, or in the railroad shops, will have to fight every inch of the road—not only to advance, but to hold their ground. The only effective argument will be solidarity, loyalty to the principle of trade unionism and the strength and efficiency of our unions and our building trades councils."

One of the very peculiar things about the National Civil Service Reform Association, which is composed mainly of gossip old ladies of both sexes, is that it "gets all het up" when a few supervisory officials are demoted or removed. That is an attack on the principle of civil service, but when any of the ordinary employes are removed or demoted, it causes no agitation, whatever. By the way, if the N. C. S. R. A. is sincere about civil service reform, why doesn't it do something to eliminate the bureaucracy that is causing dry rot in the civil service?—*Railway Post-Office*.

A sensational trial has just taken place in Norway. It appears that during the general strike, some time ago, a secret military order directed certain military officers to send in weekly reports about the strike situation in their respective districts. First Lieutenant A. G. Christiansen had refused to obey the order as being one of virtual espionage on labor and, accordingly, he was subjected to military trial. He was ably

defended by the noted Socialist lawyer, Puntervold. His case was evidently a strong one, for he was punished only with 60 days' guardhouse arrest.

Striking miners have exposed the *Tamaqua Courier* because it published letters alleged to be signed by miners who protested against the miners' strike and who complained against officers of the Miners' Union. In a letter to the editor, the trade unionists declare they have investigated and found the documents to be false. "We believe," the miners say, "that these letters are inspired by interests unfriendly to the mine workers and by your paper publishing the same without investigation you are only following out your attitude of unfairness, as you have done in previous strikes and suspensions."

Harvard University Economic Service report states, "Increased industrial activity will be accompanied by a raising in wholesale prices of many commodities. Agricultural products have already had a substantial price advance, and there is little reason to believe that the advance has ended. The wholesale prices of other important materials and basic articles, which are relatively lower than the prices of finished goods, will also move upward. The first quarter of 1922 made measurable progress toward prosperity. Continued progress will result from the operation of existing economic forces."

Occasion for mirth is also to be found in many of the proposals put forward for giving employment to the millions of idle wage workers, among which that for a reduction in wages to pre-war levels figures prominently. If a modern Carlyle were told that it was seriously proposed to remedy industrial conditions admittedly arising from underconsumption by radically decreasing the purchasing power of many millions of families, he would be inclined to hold that, as taught by many professed authorities on the subject, political economy assuredly has its humorous aspects.—*Christian Science Monitor*.

The Lie Market.

Lies for sale, lies for sale—by the thousand—aye, tuppence a dozen score! Surely that's inexpensive—pray, who would bargain for more!

Lies for sale, lies for sale—by the clumsy, in every shape, tint, and size;

Disguised, camouflaged, and distorted—but ever undoubtedly lies.

"Lies for Sale. All Assortments"—the notice is shrieked by the Adipose Press,

And the purchasers get what they pay for; full measure—and not a scrap less! —"*Australian Worker*."

Wall Street lambs, who invested their money with the defunct firm of E. D. Dier & Co., stock brokers, were privileged to see where some of their money went, when the concern's books were opened. The cost of lunches last year was \$35,000. Stamps were alleged to have cost \$38,000; advertising, \$71,000; leased telegraph wires, \$94,000; stationery, \$48,000, and traveling expenses and entertainments, \$11,000. These charges were listed as "petty expenses." Some of the major items were: Administrative expenses, \$700,000; general administration expense, \$115,000; salaries, \$485,000. The latter does not include \$310,000 in cash withdrawn by members of the firm during the year.

The Emir of Katsina, one of the three great Mohammedan Emirs of Nigeria, is in England. He has stated that "he has always found British rule most considerate, except, perhaps, over the question of the abolition of slavery." If he lived in East Africa instead of West Africa, he might have been spared any inconvenience on this score. However, the Emir is not down-hearted. "As against this I have found that, instead of slaves, one possesses money." All's well that ends well. No doubt the shrewd Emir, having thus put the whole of modern economics into a single sentence, and saved the professors a deal of literary trouble, has also observed that in Britain he who has money has also slaves.—*London "Daily Herald"*.

The English Labor party's annual conference will be occupied with resolutions from all parts of the country condemning the Labor leaders for holding privy councillorships. All the resolutions are very similar, demanding that the leaders either resign their councillorships or clear out of the party. There are six Laborites against whom this attack is levelled, namely: Arthur Henderson, M. P.; J. R. Clynes, M. P.; J. H. Thomas, M. P.; W. H. Adamson, M. P.; J. H. Hodge, M. P., and Thomas Richards, former member for Ebbw Vale, G. N. Barnes, M. P.; C. W. Bowermann, M. P., and William Brace, former member for the Abertillery division of Monmouth, are also privy councillors, but they are not now members of the Labor party.

Continuous protests by organized seamen against the employment of Orientals on American ships is recalled by cable reports of the disaster to the British steamer *Egypt*, off the coast of France. The vessel was rammed in a collision and sank after 20 minutes. This was ample time for skilled seamen to swing the lifeboats free from the sinking ship and rescue the passengers, but the Hindu crew rushed for the lifeboats to save themselves. About 100 men, women and children were drowned. Representatives of organized seamen are calling the attention of members of Congress to this situation, and are asking them what kind of Americanism permits the employment of Hindus and other Orientals on vessels owned by the United States shipping board.

Sugar gradually found its way into the new world from India, while one of the first American products to be carried back to Europe and Asia was the cocoa bean, from which cocoa and chocolate are manufactured. Montezuma, the famous Aztec king, drank chocolate from a golden cup and had in reserve fifty jars or pitchers of this delicious beverage for his own personal daily consumption with considerable more for his household. The process of making the beverage

was long kept a secret in Portugal and Spain, where the new Mexican drink at once became fashionable and exorbitant prices were charged for it. In England also it remained for a long time among the luxuries of the wealthy, even after the use of tea and coffee had become common.

Business in Australia is demanding cheaper coal and coal owners are seeking to force a three-shilling reduction on their employes. "It is not the intention of the coal barons to suffer one penny's loss of profits," says the *Australian Worker*. "They propose that the whole of the reduction shall be taken from the pay envelopes of the miners. The miners say, and rightly so, that they do not intend to allow the coal barons to penalize them. They demand that if any reduction is made it shall be at the expense of the huge profits, revealed and unrevealed, now being made by the coal barons." The labor paper calls attention to this recent statement by the *Australian Investment Digest*: "The rise in coal profits is notable in view of the disturbed state of the industry and the possibility of further unrest."

The purpose of the well-known financial term "without par value" permits financial jugglery, according to Senator Jones, of New Mexico. In discussing a well-known paint concern of Cleveland, Ohio, that has absorbed 17 other concerns, Mr. Jones said: "I observe that the concern has adopted the modern device of issuing shares without any par value. So far as I am able to learn about that, the purpose is to cover up the question of the earnings, which it may make, or the valuation of the stock. We know nothing, from the fact of it having no par value, as to how much money is intended to be put into it, whether it is all water or whether it has some real substance in it. The public is left entirely in the dark. It would seem to be a very convenient device for a concern intending to monopolize various institutions and industries."

He was a Kansas farmer, and coming from a Prohibition section, was of course a teetotaler. The friend who was showing him about Atlantic City, was also a teetotaler—partly and occasionally. The two had been tramping up and down the celebrated Boardwalk for hours. The day was very warm, and they both were very thirsty. "Come in here," said the friend, "and let's have a glass of good, ice-cold milk. You brag about your Kansas cattle—I just want to show you what kind of cows we raise down here in Jersey. You've heard of 'Jersey cows,' I reckon?" They dropped into a cafe, and the friend gave the waiter the order—and a wink. The waiter shortly set down on the table before them two great glasses of stiff, ice-cold milk punch. The thirsty Kansas man took his down without stopping till he got to the bottom, and then he exclaimed—"Heavens, what a cow."

When Editor Bill Haley, of the Morning Democrat, of Nogales Ariz, headed into Mexico recently with a party of business men in the interest of recognition of the Obregon government, he called in his friend, Rev. Henry Clark Smith, rector of the local Episcopal church, to get out the paper during his absence. This is how the news was broken to the readers of the Democrat: "In the absence of W. T. Haley, who swings the editorial quill of this night-blooming publication, the news will be dished up in broken doses by one perfect gentleman and his accomplice. The management wishes to do everything possible to relieve the suffering, and in making the above announcement, while disclaiming any responsibility for opinions advanced in an editorial way, has high hopes that the circulation will stand the racket and that Editor Bill will enjoy himself while away."

The "open" shop is an iridescent dream—it must be either a union or non-union shop, Frederick Delano, former president of the Wabash railroad, told the transportation group of the Chamber of Commerce of the United States. The former

railroad official said he has reached this conclusion "after an experience and observation running over a period of years." "The so-called 'open' shop so often talked of," he said, "represents a temporary condition which, in practice, does not and cannot continue and therefore its discussion is largely academic." While the speaker gave no consolation to union-smashing propagandists, he declared, in favor of a semi-military status for railroad employees, who should be prohibited by law from striking. He says he would permit them to quit their employment after they gave proper notice, but it would be illegal for them "in any way" to interfere with the continuous operation of the trains.

The soviet government's new land policy, reiterating the principle of state ownership of all land but providing life tenure for the peasants working it, was presented to the all-Russian central executive committee recently, as the first of a number of important measures which are expected to be adopted, putting legally into effect the new economic programme. The measure provides that none may buy or sell land, but it may remain indefinitely in the possession of those cultivating it. They may be deprived of the property, however, if they leave it voluntarily and fail to cultivate it for three consecutive years, if they try to sell or pawn their holdings, if they emigrate, or if the plots are wanted for state purposes. Peasants temporarily unable to cultivate the land themselves may lease it for a maximum of two sowing seasons. Communes working the land themselves are permitted in certain cases to hire labor.

Congressman Blanton was hissed by women in the House gallery while he was making an almost single-handed fight against extending the Ball rent act, which checks profiteering by District of Columbia landlords. The law would expire within a few hours. During that time it had to be passed by the House, then hurried to the Senate and then to the President for

signature, all before 12 midnight of the same day. Blanton fought savagely for delay and was continually on his feet demanding roll calls. The bill passed the House by a vote of 248 to 31, and was quickly approved by the Senate by a vote of 35 to 16. The bill was then rushed to the White House where it was signed by the President. The rapidity with which Congress acted saved the population of Washington, including Senators and Congressmen, from being gouged by landlords, some of whom had already raised rents on the theory that Congress would fail to extend the law.

"The English and Welsh railways announce important reductions in freight rates which are likely to give considerable impetus to the revival of trade in certain directions. There is a cut of 50 per cent in collection and delivery charges. Rates are reduced on some raw materials including iron and steel, and the brick and building trade will also benefit. The railway companies, announcing these reductions, remark that traders in all branches of industry have called attention to considerable reductions in wages accepted by their employes, who thus are taking a share of the industrial depression, and it has been repeatedly and most strongly urged that railwaymen's wages should be brought more into relation with the wages now paid in other industries. Standard freight rates still remain practically 100 per cent above pre-war rates. The companies believe this position is appreciated by the railway unions and are hopeful of being able to make cuts in wages so that roads can declare larger dividends

The recent meeting of railroad executives and the president at the White House has not fulfilled expectations of the administration as managers refuse to cut freight rates unless wages are reduced. It is stated that the President was hopeful the managers would make concessions, and now the Interstate Commerce Commission has cut rates 10 per cent. When the President invited the rail man-

agers to meet him, representatives of business concerns that sell equipment to the railroads issued a public statement in which sinister reference was made to the attempt of politicians to curry favor by forcing rate reductions. "Rate reduction, regardless of labor cost adjustment, may easily mean soup kitchens in the autumn," declared these business men, who made no comment on the fact that the country has just passed through a winter with the greatest army of unemployed in its history. The business men make no suggestion that their prices to the railroads be cut. It is possible that the impudent warning to the Government by these business men, many of whom are interlocked with the railroads, was never equalled.

Experts of the Yugoslavian Government are studying the possibility of hydroelectric power in that country, in view of the plans calling for the construction of 1,300 miles of new railway lines which will facilitate the development of industry. At six points on the projected lines, which are being constructed by an American syndicate and a number of foreign companies, experts report natural conditions which will permit the development of approximately 65,000 horsepower. The greatest power from any one place is available on the Neretvi River, near Jablanice, where 25,000 horsepower can be harnessed with relatively small expense. Next in order are: 14,000 horsepower on the Bosna River, near Lasve; 6,000 horsepower from the Drina River, near Amaljlija; 4,000 horsepower from the Krivaja, near Zavidovica; 4,200 horsepower from the Zeljeznica, near Seraljevo, and 2,000 horsepower from the Janji, near Ugljevika. While the populace in general favors the nationalization of lines and although most of the mileage is under State control, the new building project will be exploited by an American syndicate for a period of years.

As the din and clatter subsides over the visit to the White House of steel magnates who discussed the 12-hour day with the president, post office clerks suggest

that the Government enforce its eight-hour law. Secretary Flaherty of the National Federation of Post Office Clerks is endeavoring to enlist the president's sympathy in securing a proper observance of the postal eight-hour day. Thousands of clerks in the larger post offices are working 10-hour tours daily. "We want to strengthen the president's position in his commendable effort to secure a shorter workday for employes in the steel industry," said Secretary Flaherty. "It is obvious that the Government must apply this principle in its largest civil establishment before it can consistently urge its adoption by the steel manufacturers. The post office department claims to be without authority to correct the situation, due to lack of appropriations. It is my view, however, that the eight-hour day could be restored to the post office clerks without any cost to the Government. The present excessive overtime required of the clerks is costly in money and destructive of service morale. The clerks would handle more mail on an eight-hour basis than on the present 10-hour schedules."

The complaint of some timid souls that co-operative societies cannot compete with non-service cash and carry stores is effectively silenced by the achievements of the Bloomington Co-operative Society, of Bloomington, Ill. Started in November, 1917, under heavy handicaps and with only a portion of the trades unions of the town interested the society has regularly paid 4 per cent on invested capital and has in addition earned savings of 28½ per cent per annum on the peak investment, 18 per cent of which has been returned to members in patronage dividends and the balance put back into the surplus. The Bloomington Co-operative Society proves that it pays to co-operate. It has expanded so rapidly that beside establishing a co-operative coal yard and a branch cash and carry store, a 60 per cent increase in business has compelled it to move into a new corner building in the heart of the city, giving it one of the largest retail store premises in Bloomington. The

directors of the store claim the only secret for their success is hard, devoted work on the part of the co-operators interested, who have convinced the workers of the whole city that co-operation is an invaluable asset to the labor movement as well as to the general public.

The masses are poor, ignorant, and disorganized, not knowing the rights of mankind on earth, and never knowing that the world belongs to its living population, because a small class in every country has taken possession of property and government, and makes laws for its own safety and the security of its plunder, educating the masses, generation after generation, into the belief that this condition is the natural order and the law of God. By long training and submission, the people everywhere have come to regard the assumption of their rulers and owners as the law of right and commonsense. The qualities we naturally dislike and fear in a man are those which insure success under our present social order, namely, shrewdness, hardness, adroitness, selfishness, the mind to take advantage of necessity, the will to trample on the weak in the canting name of progress and civilization. The qualities we love in a man send him to the poorhouse—generosity, truth, truthfulness, friendliness, unselfishness, the desire to help, the mind to refuse profit from a neighbor's loss or weakness, the defense of the weak. Our present civilization is organized injustice and intellectual barbarism. Our progress is a march to a precipice.—John Boyle O'Reilly, in the *Eighties*.

Prophecy that another coal strike is on the way is contained in a London Daily Herald report of the situation in the Welsh coal mines. The temper of the miners in all areas it is stated, indicates that the men are ready for direct action, but the industry is not. Tom Richards, secretary of the South Wales Miners' Federation, in explaining the trouble, says that the debacle at the end of the stoppage has never been cleared.

Many prominent men in the Federation have not been allowed to return to work, and unless the owners are prepared to deal equitably with the men there will be trouble. Clause 13 of the settlement of the coal strike last fall says: "It is agreed, as a matter of principle that every man shall be entitled to his place when that place is available for him." The owners, however, have been careful to see that places are not available for men who have been active in the Federation, such as local union officials, although these men had worked for many years at the same job. It is stated that abnormally low wages, a high total of unemployment and an appalling degree of short time are producing a desperation which must soon be translated into action. Nothing in South Wales has ever stirred revolt quicker than victimization, which is claimed is the general practice of the owners today.

The Socialists and Communists of Vienna, temporarily united April 20, in organizing a gigantic demonstration in which it is estimated over 100,000 workers participated. The ostensible objects of the demonstration were the maintenance of an eight-hour day, unemployment legislation, world recognition of the Soviet government of Russia, and what the *Rote Fahne*, the organ of the extremists, called the "presentation of united front by the Proletariat against the Capitalistic offensive." Work ceased in all factories at four o'clock and, assembling in the various districts, the demonstrators formed an enormous procession, which marched through the principal streets. A contingent formed of Socialist soldiers off duty was a startling feature. The business quarters of the city had a remarkable aspect. Following the riots and looting of last December all shopkeepers provided their premises with iron shutters and other forms of defence. In anticipation of the possibility of disorder all these were placed in position, so that many of the big stores looked as if they were ready to stand a siege, whilst nervousness was further indicated by the closing of cafes and hotels. Unemployment in

Austria has seriously increased in the last few weeks mainly owing to the Germans underselling their neighbors, especially in motor cars and machinery.

A report on changes in the hours of labor in the iron and steel industry of the country during the 10 years ending in 1920, made public recently by the Bureau of Labor Statistics of the Department of Labor, shows that in the blast furnace productive occupations the number of employes working seven days of 12 hours each had decreased from 75 per cent to 29 per cent. In 1920, however, 11 per cent of all blast furnace employes continued to work a 12-hour day for six days a week and 23 per cent for six and seven days alternately, the report showed, making a total of 63 per cent working the 12-hour day for seven or six days. Introduction of the eight-hour day had been extended in 1920 to 17 per cent of the employes, working seven days a week, and to 1 per cent working six days, in this branch of the industry. In the steel making departments, among the Bessemer converting employes more than 75 per cent were still working the 12-hour day, either six or seven days a week, in 1920, with 22 per cent on eight-hour shifts, while of the open-hearth furnace employes about 50 per cent were still working the 12-hour day, with 30 per cent on an eight-hour basis. In rail mills, 60 per cent were still working 12 hours a day. In bar mills more than 50 per cent; blooming mills about 60 per cent, and puddling mills, 20 per cent.

"It would be hard to find a clearer contradiction of the English common law maxim that for every wrong there must be a remedy than the case of Thomas Mooney of California." In these words the *New York Post*, a powerful and influential daily, in an editorial based on the recent request of Matthew Brady, district attorney of San Francisco, that Governor William D. Stephens pardon Tom Mooney and Warren K. Billings, criticizes the action of the Governor and the course of California in keeping imprisoned the two

innocent victims of corporate tyranny. "It is five year since his (Mooney's) conviction for the 'preparedness day' bomb outrage in San Francisco," the editorial continues. Since then a large part of the evidence on which conviction was obtained has been riddled through and and through. "Certainly the evidence of perjury entitles Mooney to a new trial. Yet efforts to gain a new trial through the courts have all failed. The Superior Court eleven months ago affirmed that justice demands it, but on technical grounds regretfully denied the necessary writ. But cannot Governor Stephens, who admitted doubt of Mooney's guilt by commuting his death sentence to life imprisonment, bring about a virtual retrial? Cannot he make the sifting of the evidence preliminary to granting or denying a pardon, as thorough as a judge could make it? It is a mockery of justice to keep Mooney in his present condition."

Having sung the first verse of "Sweet Land of Liberty" in the well-ordered commonwealth of California, let us now proudly turn, brethren, bootleggers, and hundred-proof Americans, to the imperial fief of West Virginia, where upwards of 700 troglodyte villeins are being tried on charges of treason, conspiracy and murder. In West Virginia an exiled Tsar would have an uneasy feeling that he was sinking into too deep an environment of reaction. The miners have committed the "treasonable" crime of trying to effect some sort of labor-organization in the coal fields—nothing more than this. An abortive march to look into the fate of some of their comrades held in a section where the presence of any union workers was officially verboten, served as the basis of the wholesale arrests. At the opening of the trial it was reported that nine of the defendants who were unable to get bail through the weary months of waiting, were haled to the court from the distant county jail by 150 sheriffs and mine guards, having been chained and manacled together for seventeen hours. It is a pretty picture. Treason!—think of it! The assumption

of constitutional sovereignty by a handful of coal mine directors is not the sort of tyranny for which a sane person can work up much enthusiasm, and its manifestations in West Virginia would be indignantly condemned by Satan and repudiated by his hosts.—*The Freeman*.

After defeating so-called "Prussianism" abroad, American soldiers have returned to find industry "Prussianized" at home, said Congressman Huddleston in a speech in the House on the miners' strike. "The operators are not interested in details of wages and working conditions. They want to destroy the union. The charge that the operators are aiming at the destruction of the miners' organization is proven: First, by their refusal to negotiate touching wages and conditions; second, by the unanimous support they are receiving from the 'open shoppers,' such support obviously having a union-hating basis; third, by the propaganda issued by the operators, which is aimed at union practices, such as the 'check-off,' and is almost wholly devoted to trying to show the miners union to be an oppressive, dictatorial and even lawless organization." Congressman Huddleston showed that the reason the coal owners refuse to sign a central competitive field contract, similar to the last 25 years, is because they want to place this field upon the same basis of wages and conditions as the non-union fields. "On the other hand, it is to the interest of the mine workers to include the entire field in a single working agreement, for if separate agreements are made in the various mining districts, each district may be played off against the other just as the non-union West Virginia field is played against the unionized central competitive field," he said.

The Rhodesian Railway Review, organ of the Railway Unions of Rhodesia, Africa, carries an account of a meeting held at the Grand Hotel Bulawayo, on February 6th of this year, which meeting was addressed by Sir Charles Coghlan. In the first paragraph appears the follow-

ing—Sir Charles is speaking: "I need hardly say how pleased I am once more to be back in Bulawayo and addressing Bulawayo people again (Hear, hear.) Since I last spoke from this platform I have travelled far and have seen many persons, consorted with big and little, one day having dinner with a duke and the next day having a 1s. 6d. lunch in a cheap restaurant. Tonight I am intending to review the position, and although I am afraid I am going to disappoint, and that my speech is going to be somewhat dry, for what I have got to put before you will not be in the nature of fireworks; nevertheless, I hope it will serve a useful purpose in helping to shape the destinies of our country. (At this point a question partially drowned by the noise of a sudden dog-fight near the platform was addressed to Sir Charles by a lady seated on the floor.) 'I hope,' continued Sir Charles as the noise subsided, 'that does not foretell my political life for the next few months.' (Laughter.)" Further along appears this: "At this point there was a regrettable interruption, and it was some little time before, persuasion having been ineffectual, the interrupter had to be forcibly removed." Evidently a pleasant time was had by all.

On the subject of Labor dailies, H. E. B." makes the following admirable point in the *Australian Worker*: The lying press is beginning to drop its assumed air of indifference, and betray the hatred and the fear with which all slanderers view the advent of the truth when it comes well armed. "Why don't you spend your money in some other way?" they snarl. "You do not understand the newspaper business." Readily do we confess our inability to compete with them in their own peculiar line. They are past masters in mendacity. They are adepts in the arts of intellectual prostitution. They have a more dastardly expertness in poisoning than that which made the Borgias and the Toffanias infamous in days gone. It is true that we do not understand the newspaper business—as they conduct it. But we very keenly

realize the power of light to dispel darkness, and of sanitary science to abolish filth, and of efficient truthfulness to put the liars to confusion. And while it may be something of a novelty to run a big daily press in accordance with that knowledge, we do not for a moment doubt what the result will be. A chain of Labor dailies, owned and controlled by the co-operating unions! What an instrument for welfare it can be made! How powerfully it can be used to smash the polluters of the public mind, to propagate the principles of justice, to teach the working-class the thought that breaks fetters, and beacons the path to a wider and more splendid freedom than ever the world has known.

At the Round Table Conference in Sydney, the employers admitted that the responsibility of supporting the unemployed should not be solely a charge on Labor, but should be borne by industry and the Government as well. Many unions give weekly allowances to their unemployed members, and it is only a fair proposition to ask the Government to subsidise them to the extent of one-half. The Bakers' Union and Typographical Society must have spent thousands of pounds in the relief of their unemployed, without being recompensed one penny by the Government—or industry.

* * *

Premier Hughes' lower-wage stunt makes it plain that he is a very convenient tool in the hands of the capitalists of this country. At any rate, he makes no bones about proclaiming his opinion that profits must not be interfered with, even though the workers are denied a decent living wage.

* * *

Reduction in wages is not yet economically necessary for the existence of the capitalist form of production in Australia. And even when that stage is reached, we are not even then defeated, for we must demand, as an immediate aim, and for propaganda purposes, that rent, interest and profits be first reduced.

* * *

They tell us that the cost of living is

going down, and yet, before it reaches us, it turns upward again. We do not subscribe to the idea that wages are to be measured entirely by price fluctuations in the necessities of life. Workers are entitled to something more than a bare living.—*Australian Railway Union Gazette.*

The successful organization of the Cleveland Co-operative Dairy and the remarkable progress achieved by similar co-operatives in Spokane, Minneapolis, Fond du Lac, Detroit and elsewhere, has stimulated a large number of inquiries, reports the All-American Co-operative Commission, as to the possibility of founding co-operative creameries in other cities. The first co-operative bank in California has been formed by the railroad employes and other organized workers of San Bernardino, who have just taken over the stock of the San Bernardino Valley Bank, and converted it into a co-operative institution to be known as the Brotherhood Trust & Savings Bank. The workers of San Bernardino who already have a thriving co-operative store, laundry and newspaper, have been planning for the past year to mobilize their funds in their own co-operative bank. They secured an option on the stock of a well-known state bank organized in 1889, having the oldest savings bank charter in the county. At their request, Manager Walter F. McCaleb, of the Brotherhood of Locomotive Engineers' Co-operative National Bank of Cleveland, traveled across the continent to help them work out the co-operative details of the bank. Following the purchase of the stock of the existing state bank by the organized workers, a new board of directors was elected to take over the bank, limit the earnings of the shareholders, and provide for the co-operative distribution of profits with depositors. The Brotherhood Trust & Savings Bank starts with a paid-in capital of \$85,000.00, assets of over \$770,000.00 and deposits of \$600,000.00. The workers of San Bernardino predict that the new co-operative bank will have deposits exceeding a million dollars within a year. As an after-

math to the organization of the Brotherhood Trust & Savings Company, the California State Building Trades Council adopted a resolution directing its executive board to investigate the feasibility of establishing a chain of labor banks throughout the State.

I have not spoken for the idle purpose of giving offence: I am not so foolish or perverse as to provoke your displeasure without intending your good: but I think an upright citizen should prefer the advancement of the commonwealth to the gratification of his audience. And I hear, as perhaps you do, that the speakers in our ancestors' time, whom all that address you praise, but not exactly imitate, were politicians after this form and fashion,—Aristides, Nicias, my namesake, Pericles. But since these orators have appeared, who ask, What is your pleasure? what shall I move? how can I oblige you? the public welfare is complimented away for a moment's popularity, and these are the results: the orators thrive, you are disgraced. Mark, O Athenians, what a summary contrast may be drawn between the doings in our olden time and in yours. It is a tale brief and familiar to all; for the examples by which you may still be happy are found, not abroad, men of Athens, but at home. Our forefathers, whom the speakers humoured not nor caressed, as these men caress you, for five-and-forty years took the leadership of the Greeks by general consent, and brought above ten thousand talents into the citadel. and the king of this country was submissive to them, as a barbarian should be to Greeks; and many glorious trophies they erected for victories won by their own fighting on land and sea, and they are the sole people in the world who have bequeathed a renown superior to envy. Such were their merits in the affairs of Greece; see what they were at home, both as citizens and as men. Their public works are edifices and ornaments of such beauty and grandeur, in temples and consecrated furniture, that posterity have no power to surpass them. In private they were so modest and at-

tached to . . . our constitution that whoever knows the style of house which Aristides had, or Miltiades, and the illustrious of that day, perceives it to be no grander than those of the neighbors. Their policies were not for money-making; each felt it his duty to exalt the commonwealth. By a conduct honorable toward the Greeks . . . brotherlike among themselves, they justly attained a high prosperity.—Demosthenes.

The City Co-operative Dairy Company, of Cleveland, Ohio, has just placed a contract for \$28,000 worth of machinery to install in the building already secured, and announces that it will be open for business on June 1. The machinery, which is being purchased from a union firm, comprises complete bottling, sterilizing, and pasteurizing equipment, as well as a butter churn and other appliances for the sanitary handling of large quantities of milk. The Cleveland co-operators announce as their motto: "The Dairy that stands for a square deal to the consumer, distributor and producer." Unlike most mottos, this one is to be carried into actual practice. The constitution of the Co-operative Dairy Company provides that no one person can hold over three shares of stock, and that after a maximum of 6 per cent is paid on the money invested by the stockholders and 25 per cent is set aside for a reserve fund until the reserve equals

50 per cent of the paid-up stock, 5 per cent of the net savings shall be devoted to educational purposes, and the balance distributed to the consumers according to their patronage. In addition to a 6 per cent return on their stock, the farmers who supply the co-operative dairy with milk are paid a fair price for their product, and the wagon drivers receive the highest union wage. The City Co-operative Dairy will start with thirty-five milk routes, for which ample custom is already in sight. Within a year it is expected that at least 150 wagons will be distributing milk to the consumers of Cleveland. The Cleveland co-operators are looking further than a mere reduction of a few cents in the price of milk. Just as the successful co-operative creamery of Minneapolis has bred other co-operative enterprises, so the City Co-operative Dairy has formed an educational committee of eleven whose duty it is to "spread knowledge of true co-operation, stimulate interest in the co-operative movement, and promote the solidarity of the producing classes." Monthly membership meetings are to be held, which will be addressed by prominent co-operators and trade unionists. At the first such meeting, scheduled for April 20, President John H. Walker, of the Illinois State Federation of Labor, spoke on "Co-operation and the Labor Movement."

The Lilt of a Laugh.

I've toiled with the men the world has blessed
As I've toiled with the men who failed;
I've toiled with the men who strove with
 rest

And I've toiled with the men who wailed
And this is the tale my soul would tell
As it drifts o'er the harbor-bar.

The sound of a sigh doesn't carry well,
But the lilt of a laugh rings far.

The men who were near the grumbler's side,
Oh, they heard not a word he said;

The sound of a song rang far and wide,
And they hearkened to that instead.

Its tones were sweet as the tales they tell
Of the rise of the Christmas star.

The sound of a sigh doesn't carry well,
But the lilt of a laugh rings far.

If you would be heard at all my lad,
Keep a laugh in your heart and throat;
For those who are deaf to accents sad
Are alert to the cheerful note.

Keep hold of the chord of laughter's bell,
Keep aloof from the means that mar;
The sound of a sigh doesn't carry well,
But the lilt of a laugh rings far.

—Author Unknown.

"As ye sow, so also shall ye reap"

SPREAD THE GOSPEL



Here is the biggest chance that has ever been made to get the facts of the workers' cause before the American Public.

LABOR, national weekly newspaper of the organized railroad employees, will be sent to any address in the United States, for 14 weeks preceding election, for

TWENTY-FIVE CENTS

That is less than the cost of publication.

The purpose of the offer is solely to get the paper in the hands of the largest number of people during an important political contest in which the workers are going to play a big part.

They will win if they can counteract false propaganda and get the facts squarely up to the people.

Every worker should read LABOR during the campaign.

Every business and professional man, lawyer, clergyman and doctor, should be put in possession of the truth of the workers' aims and claims.

This is YOUR fight—won't you make an earnest effort to get the name of every worker on LABOR'S list while this offer is open?

Have your division organize "Spread the Gospel Clubs," to undertake a systematic canvass of its community, getting every possible reader.

The time in which to act is short. Names should be enrolled before the end of July, as the special offer begins with the first issue in August.

Start today. Send in subscriptions as rapidly as they are secured, that they may be enrolled at once, so that no subscriber may miss a single issue.

"Know the truth, and the truth shall make ye free"



PERSONAL MENTION



BIRTHS

The following births have been reported since the last issue of THE RAILROAD TELEGRAPHER:

ANDERSON, Bro. and Mrs. L. B., of Kirkman, Iowa, a boy.

BUMP, Bro. and Mrs. Wm., of Switz City, Ind., a girl.

CORBETT, Bro. and Mrs. J. W., of Grimes, Iowa, a boy.

CURTIS, Bro. and Mrs. E. A., of Newton, Kan., a girl.

DEVINE, Bro. and Mrs. J. W., of Leadville, Colo., a boy.

DUROCHER, Bro. and Mrs. N., of Iberville, Que., a boy.

EALY, Bro. and Mrs. L. W., of Mason City, Iowa, a boy.

GRISSOM, Bro. and Mrs. E. H., of Melvern, Kan., a boy.

HARMON, Bro. and Mrs. C. E., of Watrous, Sask., a boy.

LIEDTKE, Bro. and Mrs. A. H., of Colona, Ill., a boy.

MORRISON, Bro. and Mrs. Wm., of Kimball, Neb., a boy.

POULOIT, Bro. and Mrs. F. A., of Farnham, Que., a boy.

TITUS, Bro. and Mrs. J. L., of Columbus, Ohio, a girl.

WHITE, Bro. and Mrs. M. J., of Racine Junction, Wis., a boy.

MARRIED

The following marriages have been reported since the last issue of THE RAILROAD TELEGRAPHER:

BARTELL, Bro. A. C., of Div. 23, and Miss Lorena Noble, at Marion, Iowa.

DEMITT, Bro. C. E., of Div. 17, and Miss Gusta McVey, at New Vienna, Ohio.

DOWNIE, Bro. John P., of Div. 23, and Miss Clara Zumharsh, at Chicago, Ill.

ELFORD, Bro. G. J., of Div. 33, and Miss Mary Nigro, at Dover, Ohio.

MILLER, Bro. M. C., and Sister Minnie G. Tarr, both of Div. 98, at Astoria, Ore.

PABSONS, Bro. Leroy W., of Div. 61, and Miss Beatrice Lemon, at Los Angeles, Cal.

THOMSEN, Bro. Edwin, of Div. 119, and Miss Stella Lanoux, at Dayton's Bluff, Minn.

THE RAILROAD TELEGRAPHER extends congratulations to the happy couples.

DIED

The following deaths have been reported since the last issue of THE RAILROAD TELEGRAPHER:

BORCHUS, Bro. S. H., of Div. 19.

CLUTTER, Bro. Ross H., of Div. 26.

COFFEY, Bro. C. T., of Div. 36.

HABBen, Bro. H. W., of Div. 26.

HEATH, Bro. E. F., of Div. 17.

HERRIN, Bro. A. P., of Div. 15.

KETCHAM, Bro. Phillip W., of Div. 44.

LINDEMAN, Bro. Fred, of Div. 23.

LAW, Bro. R. H., of Div. 92.

MICHNER, Bro. L. G., of Div. 32.

NICHOLS, Bro. F. G., of Div. 17.

PETTY, Bro. Wm. R., of Div. 76.

RUINE, Bro. M. G., of Div. 17.

SAGE, Bro. John W., of Div. 3.

SCALLY, Bro. Chas. J., of Div. 166.

SCHUETTE, Bro. Henry G., of Div. 76.

SAVOEY, Bro. D. W., of Div. 1.

THOMPSON, Bro. J. A., of Div. 31.
 WOODMAN, Bro. Harry H., of Div. 19.
 ZUKLIN, Bro. Frank L., of Div. 44.

MITCHELL, Sister Katherine B., of Div. 61.

ARNOLD, mother of Bro. F. A., of Div. 37.

BARNEY, father of Bro. E. B., of Div. 61.
 MEISTER, father of Bro. G. L., of Div. 96.
 WEIGHT, father of Bro. O. H., of Div. 53.

ESPY, wife of Bro. H. A., of Div. 17.
 JENNINGS, wife of Bro. H. E., of Div. 37.
 STRUNK, wife of Bro. E. A., of Div. 15.

KIMBERLING, sister of Bro. C. H., of Div. 33.

POITRAS, father-in-law of Bro. J. G. A., of
 Div. 7.

The bereaved relatives have the sympathy of all.

INFORMATION DESIRED

Bro. P. C. Minner, day operator St. Paul, Nebraska, U. P. R. R., wishes to trade positions with some operator on Colorado Division. Five years seniority.

R. P. F.—Everything is O. K. here. Will be glad to see or hear from you.

MAMMA.

Would like to trade positions with some operator on Colorado, Kansas or Nebraska Division, U. P. R. R. Am holding regular third trick at this station. Seniority dates from November 5, 1919.

DUNCAN LEWIS,
 Box 62,
 Wamsutter, Wyoming.

Whereabouts of Fred A. Love, operator, last heard of working for T. & B. V. R. R.,

Mexia, Texas, in March, 1922. Please write

J. W. ELDER,
 Care Western Union,
 Casper, Wyoming.

Present address of Operator R. P. Snyder. Worked for D. & R. G. Ry. in September, 1921.

WALTER GUIRE,
 Minturn, Colorado.

LOST OR STOLEN

Year 1921.

Name.	No.	Cert.	Div.
A. T. Cherry.....	2786	3242	61

Year 1922.

Name.	No.	Cert.	Div.
A. T. Cherry.....	2223	3242	61
R. B. Collier.....	7161	4456	61
W. G. Crawford.....	6090	191	36
C. H. Luker.....	7056	70	47

Term Ending June 30, 1922.

Name.	No.	Cert.	Div.
O. C. Owen.....	1041	651	46
G. Miller.....	2740	2925	8
Nell R. Bartley.....	36310	2434	32
R. G. Damron.....	49239	553	14
A. H. Williams.....	53845	479	14
P. R. Ammon.....	18962	2713	23
G. S. Stansberry.....	57437	4809	61
N. G. Myatt.....	2119	2288	G
Boyd Marcum.....	38458	1628	40

If any membership card above noted is presented to members of the Order, they must take same up and immediately forward to the undersigned.

Yours fraternally,



Grand Secretary and Treasurer.

CARD OF THANKS

The following desire to express their thanks to members of the O. R. T., who have so kindly aided, in various ways, those suffering loss of relatives and friends, or for kindnesses shown and services rendered during illness of those named:

Div.
Mrs. Maggie Clutter, Miami Station,
Mo. 26
R. G. Hanna, Crawford, Ga. 50

W. J. F. Habben, Flanigan, Ill. 26
Mrs. Earl F. Heath, Worthington,
Ind. 17
E. E. Ayes, Minneapolis, Minn. 119
J. W. McCarty, Pendelton, Ind. 3
I. O. Rigney, Marysville, Kan. 6
W. M. Johnson, Vicksburg, Ind. 9
Mr. and Mrs. C. R. Smoke. 1
G. S. Holsapple and family, Bicknell,
Ind. 17
Mrs. Bertha J. Shepard, Trenton,
N. J. 17

Fishing Time

'Tis spring again and fishing time
And I recall the day,
I took my fishing pole and line
And started on my way.
'Twas four long, lonesome, weary miles
I trudged to reach the creek,
Then tried all known tricks and wiles
To lure the fish to eat.

For a long, long time I waited
Not a nibble, not a bite,
On the hook that I had baited
And I knew 'twas baited right.
Then I saw the bob go under
And 'twas great, great care I took,
To give that jerk, but thunder!
There was nothing on the hook.

With a feeling then of deep disgust
I baited it once more.
Was getting tired, and could have cussed
For I was rather sore.
Then again, I was elated
As the bobber done the same,
Only to be aggravated
With an empty hook again.

I had plenty of that fishing
So made ready to depart,
And all the time was wishing
That I had not made the start.
I was hungry and near wornout
Athirst and lonesome, too,
When up the creek there was a shout,
A shout and laughter too.

Three small boys were fishing there
With pleasure and delight,
Were catching fish 'most anywhere,
For them, the fish would bite.
I gave a dollar for a fish
And took it home with me,
For I had said, "I'd catch a fish
For everyone to see."

I cleaned the fish and took it in
And handed it to Ma,
Who said she hoped I'd go again
And told the same to Pa.
They can always think I caught it
For I'm sure I'll never say
That I saw the fish and bought it
On my fishing trip that day.

Get Busy!!!

Let your neighbors know how to vote right.

Secure their subscriptions to—

“LABOR”

*For fourteen weeks, beginning in August
and ending November.*

*All it costs is Twenty-five Cents for the
fourteen weeks.*

*Send all subscriptions payable in advance
to—*

**LABOR,
Machinists' Building,
Washington, D. C.**

Go out and Get them!!!



LADIES' AUXILIARY



A BIT OF HISTORY.

By Kate E. Carr, Pres.

Once upon a time there was a pack of wolves that roamed over plains and forests in search of food. In the early existence of the pack, although having few members, this food was easily obtained and therefore plentiful, for the birds, the rabbits and foxes were not schooled at that time in protecting themselves from the organized wolves. Even the smallest squirrel knew how to race about the trunk of a tree in such a manner that he could easily evade the keen sight of one pair of wolf eyes, but neither he nor his larger brothers and sisters were able to practice this stunt successfully before a circle of sharp-eyed wolves.

So the father and mother wolves lay in the sun by day and licked their sleek jaws in satisfaction and their many babies grew fat. And all the gaunt lone wolves came for miles to beg admittance into the pack in order that they, too, might have many fat babies and be enabled to sleep comfortably on a full stomach by day.

By and by there came a time when the larder of the pack was not overly well filled. Then the leaders of the wolves realized that something must be done to safeguard the future contentment of the tribe—so they selected their best-voiced members, according to wolfish wisdom, and sent them over the countryside to howl the praises of the pack—and thus many more members joined the organized wolves.

But in spite of their increased member-

ship many members of the tribe, both new and old, were discontented, for now there were often undernourished baby wolves in the pack. And the mother wolves were wont to grumble as they piled the earth deep over the meat which they had learned to bury for future use. And on the mornings when the daddy wolves returned to the home den with perhaps only a sick partridge hanging from their jaws, the mother wolves would snarl and hurl harsh words at the tired hunters, and spend the remainder of the day bemoaning the difficulties of wolf housewives. Some of the more aggressive ones urged their lords and masters to drop their membership in the pack, stop contributing to the general larder and hunt as of yore close to the den door for the welfare of his family alone, where only one law existed, and that was "the survival of the fittest."

And one wolf huntsman after another became the victim of the advice of his ignorant helpmate—and learned when it was too late that there was no longer "easy picking" in any forest. For the birds and the rabbits and the foxes had in the days of the wolves' prosperity organized for mutual protection, and the wolves' decreasing membership and increasing pessimism could not cope with the situation.

So the pack grew smaller, its members more gaunt—and there ceased to be any baby wolves playing around den doors. And today we have flocks of birds on every hillside, foxes stalking in the forests, and rabbits everywhere and wolves for zoological specimens only.

Which shall it be—a membership card—or a cage in a zoo?

MISS BRADY ILL.

It is with profound regret that we chronicle the illness of our faithful Grand Secretary-Treasurer, Clara J. Brady, who has been the victim of pneumonia for the past several weeks. In a letter received today, June 5th, from her brother, she is reported as improving, but that she will probably not be able to sit up for another week or ten days.

THAT PROBLEM OF OBEDIENCE.

By Edith Lochridge Reid.

Have you ever stopped to consider that most of the annoying things that children do are not deliberate disobedience? Most of the time they act either thoughtlessly or through mistake.

Just glance over today, for instance, in your own home. You feel tired and nervous and know that things have seemed to go wrong. And you probably have scolded the children for doing things that made you trouble or work. But did they really mean to?

Julia tore her new gingham dress climbing a tree to rescue Muggins, the pet kitty. Now Julia didn't say, "I'm going to climb this tree and tear my dress because mother isn't looking." But she came along home from school and saw poor kitty yowling from the topmost branch, where Fido had chased her. And in Julia's heart was just one desire—to help her pet down. She acted on impulse and not because she intended to disobey.

Now the hole is in the dress and has to be mended—but surely if we think of the accident as such and not as a direct disregard of our commands, we can feel no resentment toward the child. We mothers all tore our dresses when we were small and our mothers had to mend them. So let us not classify such acts as these under disobedience. But let us now consider another incident. You have told Julia not to loiter on the

way home from school; but she goes over to Mary's and plays until five o'clock and you do not know where she is. This is direct disobedience. But right here is a secret which every mother knows although she may not admit it. If a child has been consistently taught to come home at once from the very first day she started to kindergarten, she will never go to another child's house and stay until five o'clock without permission. This is a vital point. There must be no hit-and-miss obedience. To spank a child one day for loitering and then go off to the club the next day and leave her to wander about as she pleases after school is not consistent discipline and any child soon realizes this. Constant obedience becomes instinctive habit, and the success of the whole system depends on starting in time to discipline and maintain a steady hand even though it sometimes is inconvenient for the parents.

When baby first starts deliberately to throw his spoon off his chair and throw his porridge about, that is the time to teach obedience to the laws of table manners. When he first hits you with his little fist because you have reproved him for a misdemeanor—that is the time to instil into his mind a respect for authority, and do it each time he strikes until it becomes a habit with him to respect you and your commands.

The secret of making obedience a habit is keeping a steady hold over the child's actions and directing him always in each little action until deliberate disobedience is reduced to a minimum. To forbid the child to do a thing one day and then to permit him to do the same thing the next day is a course of action which gives him no definite idea of what real obedience is. "Consistency—thou art a jewel" is no more truly applicable anywhere than in discipline of children. And the next law of successful training in obedience is to discriminate wisely between the act of impulse and the malice-forethought conduct.



Gone But Not Forgotten.

It was on a sunny Sunday afternoon in
August some years ago,
I met a dark brown-eyed girl with hair of
raven hue,
With Hazel who had hazel eyes sitting in
the shade along the old Lake Shore.

Is thy name Ruth, maiden fair? Such should,
methinks, its music be,
The sweetest name that mortals bear were
best befitting thee.
And she to whom it once was given, was
half of earth and half of heaven.

Sweet Ruth, I have never breathed the love
it were in vain to name,
Until it was too late,
Though round my heart a serpent wreathed,
I smiled, or strove to smile, the same.

I hear thy voice, I see thy smile. I look
upon thy raven hair;
When evening shades thy silent walls, then
read it all alone;
In stillness read, in darkness seal,
Forget, despise, but not reveal!

Once more the pulse of nature glows
With faster throb and fresher fire,
While music round her pathway flows,
Like echoes from a hidden lyre.

And is there none with me to share
The glories of the earth and sky?
The eagle through the pathless air
Is followed by one burning eye.

Ah, No! the cradled flowers may wake,
Again may flow the frozen sea,
From every cloud a star may break—
There comes no second spring to me.

Go, ere the painted toys of youth
Are crushed beneath the tread of years;
Ere visions have been chilled to truth,
And hopes are washed away in tears.

In vain, in vain; we meet no more,
Nor dream what fates befall;
If heaven can hear the dying tone of chords
that soon will cease to thrill,
The prayer that heaven has heard alone
may bless thee when those chords are
still.

"THE MILKMAN."

The Ham.

I was raised on a telegraph table,
Listening to the instruments tick,
Always getting the relays out of adjustment,
Trying to see what made them kick.

When I was a little older,
My dad gave me the alphabet,
And rigged me up a key and sounder,
To see what I could get.

Now I am classed as a ham,
I sit and listen eight hours a day,
Send the old man's messages for him
And help him in many a way.

Soon I can hold an O. S. job,
And twice a month draw my pay,
It beats lots of other work,
I'll tell you any day.

So don't rush me when I take a job,
And give the ham a show,
For you were one once yourself,
And had to ask 'em to "go slow."
STERLING WILKIN.

Flunkeyism.

"O why should the spirit of mortal be
proud"

When you take a squint at the average
crowd?

The only thing that could make us feel
hunk-a

Is the questionable fact, we've advanced
from the monkey;

But this is absolutely true,
And worth a serious thought from you.
Go search the world, you will not find,
One monkey acting flunkey for another of
its kind;

But in spite of school and college.
We must painfully acknowledge,
It is the human race
That must shoulder this disgrace.

The flunkeys that I have in mind
Are considered a superior kind.
I do not mean those who help people dress,
But those in high position, in pulpit and in
press,
Who, for another thirty pieces, more or less.
Crucify our Christ anew, and His poor ones
help oppress.
E. W.

Face Forward.

More brightly hope is glowing, more fair the
goal is showing,
With hearts nobly striving, blest freedom
to achieve;

Then face ye forward knowing, that love of
truth is growing.

Let only the foolish, the weakling pause
to grieve.

From lives of martyrs learning, our hearts
with zeal are burning.

While in profit orgies, the hordes of greed
still rave;

With prisoned brothers yearning, the mas-
ter's brand yet spurning,

The soaring soul of man, no power can
e'er enslave.

The righteous cause is speeding, while men
are hoping, bleeding,

And earnest hearts are warmed by love of
humankind;

Advance where truth is leading, search out
the dragons breeding,

And drive this sordid wrong from every
human mind.

Right shall be crowned with glory, despite
of wrong grown hoary,

If our hearts continue, all loving, valiant,
warm,

When truth shines in life's story, which
falsehood has made gory,

Then the brotherhood of man will selfish
power disarm.

Take comfort then ye doubting, hope shall
survive the knouting,

Proceed with manly hearts, undaunted
through it all;

Power's purblind slaves are spouting, with
arrogance are flouting,

While the tribe of Mammon hastens
blindly to its fall.

—W. C. PIPE.

Unemployed.

When the country called I came along,
Shouldered my rifle with laugh and song;
Left wife and kiddies at duty's call,
Went out to fight, and to maybe fall;

But I came through with a scratch or two—
Came right through hell with a scratch or
two.

But I wish, O God, I wish that I
Could with my comrades in Flanders lie.

Could sleep with old comrades, true and
brave,

'Neat a wooden cross in a soldier's grave;
In a peaceful rest beneath the sod,
Sins forgotten by merciful God.

They all died believing that they fell
To bring to the world a heaven through hell.
I wish, O my God, I wish that I
Had been picked out with my pals to die.

Folks said I was lucky, for I came through,
Escaped through hell with a scratch or two.
Now I tramp the streets till feet are sore,
'Gainst me fast shut the employers' door;
My wife and kiddies are wanting bread—
The country offers a stone instead.

So I wish to God, I wish that I
Could with dear old pals in Flanders lie.

—J. C. B. DURRANT, in *Railway Review*,
London.

To the Non-Unionist.

There's a whole lot of fellows want helping
Who should really be helping themselves.
They've a face like an owl, with a No. 10
growl

If they're not getting on very well.

They want other people to raise them

Out of the industrial mire;

While capital scourges and flays them

And they raise their voices still higher.

Get out of the muck heap, you fellows

Get up and get into the fray;

Don't stand like an ass and let the chance
pass,

The union is pointing the way.

Get into the local, you laggards,

You'll meet fellows there tried and true;

Yes, these are the men that will help you,

And you will be helping them, too.

The fellow that mopes in the corner

Is a long time seeing the light.

So quit corner groping, get out in the open

And help union men win the fight.

The boys will be happy to meet you,

The boys will be ready to serve;

To give you a handshake and greet you,

Which is really more than you deserve.

So join in, you non-union laggards,

And clear the industrial air,

For while you stay out the boys in, no doubt,

Will have more to do than their share.

Get up and get out of the hollow

And join with the boys in the fray;

There's a definite road you must follow

And the union is pointing the way.

—WM. ANDERSON.

SMILEPOSTS

Game Always.

Preacher (solemnly)—Rastus, do you take dis here woman for better or for worse?

Rastus (from force of habit)—Pahson. Ah shoots it all!

She's Heard Something.

"Willie," said his mother, "I must insist that you stop shooting craps—those poor little things have just as much right to live as you have."

No Argument.

Wife (as they return from party)—Do you realize what you did?

Hub—No, but I'll admit that I was wrong. What was it?

Wears Well.

My lawyer said the case I had
Was strong—it now appears
He must have meant 'twas durable
And would last for many years.

Safety First.

First Nut—Why do you always drink your coffee out of your saucer?

Second Ditto—Because if I drink it out of my cup, the spoon gets in my eye.

Punctured.

"Here, waitress. The doughnut has a tack in it."

"Well, I declare! I'll bet the ambitious little thing thinks it is a flivver tire."

Breaking It Gently.

"Maud's pet dog has been run over; she'll be heartbroken."

"Don't tell her abruptly."

"No, I'll begin by saying it's her husband."

About the Same.

North—Do you let your wife have her own way?

West—Absolutely. And when it comes to rain I let it rain, and when it wants to snow I let it snow.

How Mirandy Got Off.

Traffic Cop—Say, you! Didn't you see me wave at you?

Mirandy—Yes, you fresh thing, and if my old man had a seen you, he'd a knocked off your block.

More Expensive Trimming.

Mr. Halefeller (wildly)—What, \$39 to get that hat trimmed? It's robbery!

His Wife (sweetly)—Really? Why, I understand it costs some men more than that to get trimmed in a poker game.

Bravery Proved.

"Jones is a brave man. The other night his wife thought she heard a burglar."

"And he went down?"

"No, he had the courage to tell her he was afraid."

He Slept.

"Morning, morning," said pater-familias genially, as he entered the breakfast room. "I've had a splendid night. Slept like a top." His wife agreed with him. "You did," she responded grimly—"like a humming top!"

Up-to-date.

The Visitor—It's heartrending to hear your baby. He has been crying for the last hour.

The New Mother—Oh, yes. But it's a strictly hygienic, lung-expansive, and non-tissue-destroying cry.

Light Comment.

Bertha D. Wick has asked for a decree of divorce from her husband with restoration of her former name, Bertha Lamb.

"In other words," writes G. M. B., "Mr. Wick is about to be trimmed for Alimony."—*Nebraska paper.*

Defining it.

"A democracy," a trifle severely said Professor Pate, "is a country in which each citizen thinks he could run the Government better than the blockheads who are in charge of it."

"Yes," admitted J. Fuller Gloom, "and in very many instances he could."

Got His Answer.

While an English politician was speaking on taxation he was interrupted by a man shouting, "Are you going to tax my food? Are you going to tax my food?"

Someone in the rear of the hall sung out, "Oh, stop your braying. thistles will never be taxed."

Scenario for Spring Poem.

Ohio exchange—Now Flora smiles amid the dimpled hills and the Ceres calls across the steaming valley to Pomona resting in the forest copse, for 'tis bells and plumbers' bills, its brooklets its bleating lambs and tough boarding-house mutton, its shimmering twilight and six-toothpicks-of-asparagus-for-fifty cents—these all, all are here, for it is the joyous Springtide.

Her Object.

Managing Mamma—Of all things! So you have declined a ride with young Mr. Richfellow, when you know he will go off and invite your rival, Miss Pert.

Wise Daughter—Yes, ma; and I am delighted to think that is just what he will do.

"You must be crazy. What can be your object?"

"I want him to see how terribly red her nose gets in cold weather. Then he'll soon return to me!"

His View.

The teacher had worked that morning explaining the injustices done by Nero, and believed he had made an impression on the boys. Then he asked questions,

"Now, boys, what do you think of Nero? Do you think he was a good man?"

No one answered. The teacher singled out a boy.

"Chancy, what do you think? Do you think he was straight?"

"Well," returned the boy, after a long wait, "he never done nuthin' to me."

Catalogued Justice.

An illiterate justice of the peace used to consult what looked like a law book, but was really a mail order catalogue. One day a negro was haled before the squire on a charge of drunkenness. The squire heard the evidence and then, after opening his book and glancing at it, fined the negro \$4.49, to be worked out on the roads at 25 cents per day.

As the negro was being led away he said to the marshal,

"I sho' is a unlucky nigger!"

"Unlucky nothing," said the marshal. "If the squire had happened to open that book at automobiles instead of pants, you'd be working on the road the rest of your life."

Another Good Method.

A man was going through a country village, pushing a wheelbarrow full of sand. He was selling it at a penny a bag, telling the people that it was a sure fly-killer. One purchaser, a stout old dame, asked him how it was to be used.

"First catch a fly," said he, "tickle it under the chin with a straw, and when it opens its mouth to laugh, throw a handful of this famous fly-poison down its throat. The result is that the fly is choked and instantly dies."

"Why," exclaimed the purchaser, "I could 'ave squashed it under my foot six times over."

"Yes," replied the vendor, unconcernedly, "that is a good method as well."



THE MAGIC TOUCH.

I await with considerable interest each month the mail that brings to me the **TELEGRAPHER** because of the many sound and sensible articles it contains each month and note with satisfaction that they are becoming more numerous and clearer from the workers' standpoint.

This month when the April **TELEGRAPHER** came to hand, it so happened that page 355 was the first one presented to view and "Strongly Against" was read first.

It does not seem that an article of that kind can serve any good purpose in our magazine. With Wall Street shoving money into Wisconsin to defeat La Follette on account of his labor tendencies, and a man claiming to be a union man, saying he will "stand by labor until hell freezes over" only he refuses to stand by any one who stands by labor's interests—and against the Wall Street crowd—to me is the height of inconsistency.

He even calls on God to assist him to put all of labor's friends out of business.

It seems to be a good opportunity for the Editor to put such as this man Mahany right on the record of the people he so strongly condemns.

Once in a while there appears in the public press an article that contains merit. Here is one taken from the "*Los Angeles Examiner*."

"For three months our consular representation at Shanghai refused to vize the passport of Semenov Cossack, brigand and butcher, now under arrest here. Then orders came from higher up, and the brute embarked on his present journey.

"In 1920 at Archangel, Colonel Morrow, American Commander, co-operating with Czech forces had disarmed 1,500 of Semenov Bandits when "influence from an outside power"—to use the Colonel's words—interrupted.

"What power? Whose is the magic touch which opens America's gates to this monster smeared with Russian and American blood?

"Whose is the magic touch that does this?

"Whose is the magic touch that does numerous like things—and worse?"

Whose is the magic touch that keeps men in jail for expressing their honest beliefs?

Whose is the magic touch that trains the politicians, the press, the pulpits, into war howlers to stampede the people into war?

Whose is the magic touch that ditches the Constitution of the United States and the Declaration of Independence?

Whose is the magic touch that from this side of the Atlantic, financially and otherwise assisted Semenov's bandits in their bloody butchery?

Whose is the magic touch that has filled the American public with damnable lies about Soviet Russia?

Whose is the magic touch that starved the women and children of Russia with a cruel blockade?

Whose is the magic touch that set free assassins of miners in West Virginia?

Whose is the magic touch that legalizes the shooting of workers on strike?

Whose is the magic touch that makes this a country of the exploiters, by the exploiters, and for the exploiters?

Who is it, where is it, and what is it?"

When that nest is found, the names mentioned by Mahanay will not be listed, but *plenty* will be found who hate Bob LaFollette and his kind.

G. B. MARSAC.

PERSONAL NOTES.

Occasionally we still see a correspondent who mournfully regrets the passing of personal mention from the Fraternal Column.

The outlay of about \$40,000 a year for kindergarten stuff was money wasted.

Read Journals of Trade and Commerce issued by Merchants and Manufacturers Association and Chambers of Commerce—every word, sentence, and phrase is bent on the education of readers in the line of their own business. There is no lost motion or english toward this end. No light frothy personalities find room in their pages.

The member who longs for the return of Bob, bid in "X" and Jim is on his vacation, etc., must have a poor conception of the problems facing the laboring masses in this country today.

How are we going to divorce the Government and corporate interests by reading that "Sister Jones has gone on a trip to Podunk?"

How is Labor to solve the vital problems that is now blasting at the very foundations of their organizations by such educational material as, "Brother Brown has traded his flivver for a Buick?"

How are *you* going to educate the worker to the fact that he is a special victim of Judge Andersons, Taft and Page by the pleasant (?) news that "Brother Smith was gladdened by the arrival of a new kid?"

How are you to defend yourself against the onslaughts of such labor baiters as Gary, Atterbury and others by the knowledge that "Brother Dick has enlarged his garage, and Brother Tom made a grand catch of trout?"

How are you going to protect yourselves politically as well as industrially

by such wonderful educational announcements as "Brother Harry has rented a farm." "Brother Blank has just returned from Jimtown. Sister Blank visited friends at Pump Hollow. The boys at C. B. have a skating rink opened. Brother Jiggs knocked out of agency at Bungtown by Sister Maggie?"

The great working masses never faced the determined forces they are facing today, forces bent on driving them to a condition bordering on semi-slavery; where the law is only made for them to obey; where injunctions only apply to them, and corporate power operates courts as successful (to themselves) as they do railroads and steel works; where the power of thuggery is arrayed against every effort of man to better their condition.

Where Governors, are powerless against corporations who have appropriated the policing power of the state; where the Department of Justice is ready to issue injunctions against workers, but never one against those who defy the laws of the land every day. Workers must obey the decisions of the Labor Board, and corporations can flaunt them. In the face of present conditions to spend good money for such stuff as found its way into the Fraternal items for many years is a crime.

What the telegraphers and all other workers need is an educational wakening, and they should use every medium at their command to accomplish this end, and such information that Brother and Sister So-and-so is the proud possessor of twins won't help us. The neighbors will know it, and as for the balance of the telegraphers, they are not interested. Let us have something for the money invested. If a chairman of a local Division has nothing to tell his constituents every thirty days, then he is in the wrong place. If nothing, then don't bore us and tax us to hear infantile stuff that spoils good paper, and printers' ink.

I for one will never long for the return to the personal fleshpots of long ago.

MACK.

HARD TO BELIEVE.

It is hard for one to believe that Penna. Union men wilfully repudiated Bro. Burke for the Senate, yet big business will surely say so. It seems a shame that a man like Bro. Burke could not obtain the Senate seat while a man of Pepper's type gets the nomination by about two hundred thousand. To you of Pennsylvania, where were you? You democrats, why did you not re-register so as to support the best friend you ever had? It is hard to believe that you turned him down after his hard work in your behalf. It may happen that Bro. Burke will come out as an independent, if so, you owe it to yourself and family as well as Bro. Burke to support him and see that your neighbor is fully acquainted with Bro. Burke's past. It is to be hoped that New Jersey Union men see to it that Governor Edwards gets to the Senate. You of other states if your chance to register is still open, do so by all means and in a manner so as to support those friendly to your cause.

TEN EYCK.

TOMORROW.

"Today's today, today was tomorrow, yesterday was yesterday's tomorrow." This is the first sensible remark "Silly Bill" Jones of our town has ever been proven guilty of, so I want it to go thundering down through history. Translated, I suppose it means that yesterday is history and of use only as regards the lessons learned, today is so near historical little time is left beyond that needed for good resolutions and plans for the future, but tomorrow. Ah! In *tomorrow* we may hope. Hence, the title of this column.

The Ansonia Mfg. Co., Ansonia, Conn., voluntarily increased the pay of all its workers 15 per cent May 15th. This firm reduced the wages of its 500 or 600 workers about a year ago, promising to make an increase as soon as business conditions justified it. I refuse to comment. Why try to paint the lily?

The United States Government's "Conscience fund" amounting to \$541,528 59 now, originated in a \$5 contribution sent to the Government by some unknown person, when Madison was President (1811), the sender saying that he owed it to the Government. I wonder if Bro. Ross would survive the shock, were some unknown telegrapher to send him the amount he should have been paying in dues since he has been a non-member?

In 1917, when coal was cheaper, more than 185 coal companies reported net incomes greater than their capital stocks. They probably made some money before that, and possibly some since, so we should not wonder greatly as to why they feel strong enough to defy the Government, labor, and the public, and unless the voters of the United States show more sense in the future than history warrants us in expecting, it seems safe to predict that they will continue to rob the public while their workers are forced to try to keep their families alive on from \$2.00 to \$2.25 a day for each 365-day year.

No, it wasn't the American Profiteers who invented the idea of the propaganda—peddling controlled press. They only introduced the idea mid the supposedly free peoples of a democracy. Napoleon said, over a hundred years ago, that his power would not last a week if he allowed liberty of the press. But American railroad unions' intelligent officers *did* invent *Labor* to assist the majority in regaining their proper place in our social arrangement. Are you reading *Labor*?

Owing to the moon's effect upon our tides, the earth is being slowed up at the rate of about one second in a thousand years. The moon's effect upon our weather is of about the same importance. The sun's crossing the line—ditto. If all the mental effort expended upon such matters by people possessing no scientific knowledge upon which to base opinions would turn suddenly toward our social, political, and industrial evils, what a country this might become in a few years.

Of course the coal miners' pay must be cut. Isn't the owners' profits to receive first consideration? Isn't this a

"more business in government" administration? During the panic year of 1921, the Lehigh and Wilkes Barre Coal Company (for instance) was able to pay a cash dividend of only 150 per cent, but later did manage to squeeze out \$35 a share to each holder of a \$50 share. Be reasonable, my friends. Haven't the owners got to live? Let us all pay our doubled price for coal more cheerfully this year, now that we know the money is being made good use of.

A Toledo gentleman bought three cotton handkerchiefs for 27 cents—twelve hundred and fifty per cent over the price the farmer gets for the cotton of which they were manufactured. Maybe there is something wrong, but we have been unable to convince the profiteers of their "business" government that it should not cost twelve times as much to manufacture and sell the cotton as it costs to plant, cultivate, fertilize, pick, and market the raw material. We are depending upon the workers and farmers to speak to the Government about these little matters through their ballots.

The railroads have been systematically starved for years, according to the managers' say-so, yet Frank J. Warne says they have managed to buy the entire capital stock of hundreds of steel, iron, coal, lumber, car works, equipment, construction, improvement, ore mining, glass, cement, water supply, power supply, smelting, and other like industrial companies. Telegraphers should carefully study the methods of the railroad companies and learn how to buy farms, stores, coal yards, etc., even though they cannot manage to pay the grocery bill.

Mr. Jewell says, "We have come to the point today where half of what the consumer spends goes to pay—not for goods—but for bankers and brokers and advertisers and commercial travelers and salesmen and bookkeepers and lawyers and accountants, to the rearing of banks and chewing gum skyscrapers, to the manufacture of cash registers and other devices to make sure that the commercial warrior gets all of the booty, and to the support of an enormous retinue of servants

and hangers-on." Few of us will try to refute Brother Jewell's opinion. In 1912—before the great war—before scientific profiteering began—the consumers of the United States paid 13 billion dollars for products for which the farmer received 6 billions. Nothing but the farmers' and workers' ballots will ever change our condition, and even then only when such voters know how to vote for their own interests. If you want to know how to vote for your own interests, instead of those of the profiteers, read your TELEGRAPHER thoroughly every month and Labor every week.

British King's royal yacht sold to save \$350,000 annual upkeep cost. Here in America, we economize by taxing the poor a little more every now and then to provide luxuries for the money lords. When kings were stronger and their people weaker, they increased the taxes as we do now. It is up to you and I, Brothers and Sisters, to force so-called democracies to modernize for the benefit of the people. I am giving considerable valuable time and more money than mere dues to that end. What are you doing about it?

NUDDER HAM.

THE NONS.

How do you like the word? Does it have anything striking or wonderful about it? Does it symbolize any great ideal; any great goal to be reached; any success to be attained, or in fact, anything except just its own self?

And yet, this little word of three letters is a powerful word—It has from the inception of Trade Unionism proved a great thorn in the latter's side and today its baleful influence is felt in every lodge or organization.

There are always excuses and reasons for his existence, but the real reasons are just two—weakness and silliness.

No, by all means don't shock him, but let him continue to harp on the good old days before the Trades Unions existed, when the individual pitted his strength against a giant corporation and got kick-

against a giant corporation and got kicked out for daring to open his mouth.

Suppose we take, for illustration, A. and B., each own an equal amount of property situated in the same county, and to all purposes exactly equal in value. They are, we will assume, entitled to all the rights and privileges, including schools, police, sanitary inspection, in short, all the public benefits which it is possible to get from the county or state government. A walks up and pays his proper amount of taxes and assessments. Without a kick, but B, true to his Non-instincts, refuses or fails to pay his. The case is parallel to an iota. The *non* takes the booty and refuses to pay the fiddler for better wages, shorter hours, better rules.

Not long ago a *very young* operator was heard to say that he was nearly disgusted with the whole business; that the O. R. T. had done nothing for him; refused to handle his grievances. That just for a very little he would turn in his card, etc. After he had reeled off this stuff for some minutes an older operator, very quietly asked him what he knew about working on open shop roads, especially as they were before the O. R. T. became strong enough to make itself felt. The "Young-un" admitted that he didn't know. The other told him before he made such remarks he ought, if possible, get *first aid* from an old timer.

Thanks to the efficient work of our Order, the *non* is not increasing, but at the same time he will bear watching.

B. SIMPSON.

INDOOR SPORTS.

One of the most popular Indoor-Sport pastime yarns of the hard-boiled *non* is: "In case of emergency I shall always be with the boys."

Under normal conditions this particular type of *non* refuses to part with a dollar a month to broadcast the above sentiment. In case of emergency, he is taking a chance of losing everything when there is no obligation on his part to do so.

There may be exceptions, but as a general rule, the above type of *non* is a camouflage human being, and does not fool anybody but himself. You couldn't get him to invest in a card if you were to go down on your knees.

I hereby move that we take up a collection at the pay car next pay day and with the proceeds thereof present every *non* on the division with an up to date. What is that? You go to H——! I agree with you. Nevertheless all those who second the motion send your notes to Brother Howell. Don't let him do all the work.

It seems to me, and I've heard my sentiments echoed, that the new TELEGRAPHER is nothing but editorials. The editorial page is very interesting, but I believe in confining it to the editorial page and not spread it all over our Fraternal column. What do you say?

In the old Fraternal column, one could pretty well tell what the local conditions on the various divisions were, for instance, Fishing, Hunting. If there existed a need for, or a scarcity of operators, and above all the social personal comment, which one delighted in reading during the quiet hours of the second or, ahem! third trick.

Send in your news, Brothers, and make our write up interesting.

JACK DALTON, Div. 44.

STRONG FOR LA FOLLETTE.

On page 355 of the April TELEGRAPHER is an article by Sidney C. Mahanay.

What does he know about Senator LaFollette? Anytime that big business fights a man like LaFollette, then we should support the men big business fights. There is only two sides, capital and labor. If a man be against one, then he is for the other.

Thank God for men like LaFollette, who supports the laboring man. Mahanay should look up LaFollette's record in Congress. Also read *Labor*.

L. L. WRIGHT.

CHILD LABOR DECISION AN OUTRAGE.

I notice by the morning papers, that the Hon. Wm. H. Taft, Supreme Judge, has declared the *Child Labor Law unconstitutional*. Are we going to sit still and stand for it?

It looks like they not only expect Father to work, but he must also have all the babies in the harness to make a living. To my notion this is the worst stunt pulled off yet. If things keep on we will be worse than the Cannibals.

A petition 1000 miles long would not be half enough of a remonstrance against such heathenish work.

Let us get busy in some effective way to halt such inhuman tactics.

A. J. VAN PELT.

THE AGE LIMIT.

Referring to Cert. 744 in March and April TELEGRAPHER, I think we should all work to abolish the age limit.

The easiest and quickest way to do this is to refrain from teaching our profession, and to stop the careless use of the Telephone, that is, permitting inexperienced students to handle train orders and messages by telephone, and try and get a law enacted and inserted into our contracts, whereby an operator must have not less than 18 months or 2 years experience before he shall be permitted to handle train orders, and be a Morse man. Also let us insist on more rigid examinations.

Every Division should take this matter up with their General Chairman and agitate same in the next convention.

Think of a man with an O. R. T. card in his pocket in the employ of a railroad for 10 years and in that length of time having trained some 7 or 8 students! What show has a man qualified by years of experience got should he be forced to change his location? If we would only come together on this one proposition, it would add strength to our Order and abolish the age limit.

CERT. 982.

ANOTHER FOR LA FOLLETTE.

In the TELEGRAPHER of April, Sidney C. Mahanay takes issue in part with an editorial in the February number, concerning its reference to Senator LaFollette as a statesman.

It is the duty of every worker to study the acts of every public servant coming within the range of his investigation, and to judge such public servant by his attitude on matters affecting those he is expected to represent.

Probably no Senator in the United States today has a greater and more diffused following than Mr. LaFollette, and it will be a disappointment to many to learn that he is unworthy of their continued respect and admiration, but their belief in his trustworthiness was not gained in a day, nor will it be shaken by anything less than unquestioned facts.

It need not be disputed that Senator LaFollette was opposed to the late war; to any war; to all wars, and if the tabulated returns of those who sought exemption under the Selective Service Act was in itself proof of this country's attitude toward war, then the Senator in question was but voicing the will of the majority.

Observing the activities of a Senator for years ought to have provided many proofs of his apathy or injurious conduct. So someone should tell us of the many Senate Bills of benefit to the people that Mr. LaFollette has opposed, and of those against the public interest that the same Senator has sponsored. Let him turn the searchlight on the gentleman from Wisconsin, and we may then judge whether its beam discloses a man without honor, or reveals one unafraid to stand alone and to battle for what to him seems justice.

Again the charge is made that the condemned Senator is a fault finder. This ought to be in itself an admission of virtue. The chief trouble with our lawmakers today is, that they are seemingly incapable of finding or discovering faults. They seem quite pleased with the existing system and its routine of exploitation.

To them "a downtrodden people" is nothing but an embarrassment.

As to Eugene Debs. He is a man whose three score and ten have about been run. He will doubtless not long be here to set at variance those who disagree with him politically, but his life has been largely devoted to the emancipation of the worker, and he spent many months behind bars in Illinois for his participation in their struggles. He cannot be charged with going to the polls and voting a ticket identical with that voted by a Newberry, a Gary, or a Morgan, and in that respect his career has differed from some, who being above reproach are now found casting the first stone.

E. L. BURROUGHS, Div. 53.

GETTING PUBLICITY.

The attached letter published in the *Defiance Crescent News* is submitted to the TELEGRAPHER, not for any special literary ability, but to call the attention of our members to the importance of educating the public, especially in the smaller cities, where the thought train is mostly controlled by the Noonday Luncheon Clubs.

I maintain that our craft is given credit for being a class of readers, so let us capitalize this knowledge of labor's wants, by spreading our message through the local press.

There is always some news around a depot, that your local editor will appreciate and for this favor you may have your self interviewed upon some phase of the labor question.

I think President Manion has the happy faculty of getting labor's brief on the pages of the Metropolitan press in interviews, and excerpts from speeches, which has a tremendous value to us as an organization.

Here is a thought I wish to leave with all of you, read your Journal from cover to cover, subscribe to *Labor*, I will be glad to send in your subscription for \$1.50, any local or General Chairman will be delighted to do so. Fortify yourself with the knowledge that is worth while,

and is just as vital as the day old Moses took himself a big stick, and slew the slave master, and the only reason we are not required to use so much of the rough stuff today is that we have grown respectful. Do not allow this big stick to grow worm eaten or weak from lack of use, but keep alert to our interest, support your union and your officers, most of us have the 8-hour day, but liberty and freedom is a continuous 24-hour trick. In the great world-wide class struggle, may the Divine right be on our side. The letter follows:

"Defiance, O., March 28, 1921.

Editor Crescent News:

"The enclosed letter (returning 25 cents after several years) is such a testimonial of honesty, that I believe the writer is due thanks through the medium of the press, as in this day of doubt and suspicion, it is a lesson that shows the human family as a whole are 90 per cent honest, if they are allowed the opportunity to pay.

"Letters of this sort give a courage and a faith in the great common good, and as we approach another crisis in the labor world, how I wish it was possible for the public to know the merits and demerits of the controversy, to hear our message from the pulpit and platform with an impartial press, and I would rest labor's case with the public as a jury, because I have seen that jury give women the right to vote, sentence the open saloon, regulate child labor and protect the weak in industry, and after the evidence is submitted to the court I believe there is too much warmth in the human heart to condemn the great rail brotherhoods for regarding their union card as a liberty bond, and our wrongs as honest as the sun shine, our Americanism one hundred per cent Abraham Lincoln, our Christianity the essence of the sermon on the mount, tinged with the militancy of a Moses in Egypt.

"You may pierce this kind of armor with poison, with falsehood, with thumb and rack, but truth and honesty will prevail."

E. D. WILLIAMS.

ORGANIZATION OUR SALVATION.

Having laid before you on the operating table, last month, a bad case of sleeping sickness or languiditis, which malady has seriously affected our Order in spots in the past, I will now endeavor to proceed with one method of operation and treatment, which has been tried and has proven effective.

Some say that the lack of proper direction is only one form of the foregoing malady. I prefer to treat it as a special and separate disease. With the best plan of organization in existence, a concern can go into the receiver's hands in short order unless a bit of gray matter is used in the selection of the directing head or heads. The stockholders or members forget that they are choosing men, to whom they are to, a large degree, trusting the care and keeping of their jobs, their future and the happiness of their loved ones. How often do we see men who are square and doing their best, suffer from the hand of injustice, when the Order alone could protect him and his? A vote is the most serious; most valuable and most dangerous thing that men in this land possess today. You allow personal neighborhood rows, jealousies and petty political considerations to swing your votes for or against men nominated to important office and forget that though the man you vote for may be a good telegrapher or a good agent, that is no reason why he may make a good officer with whom you may be trusting your all and whose new duties are to be so much different from those of his present job.

To be worth while as a leader among the workers today, a man must be broad, self-sacrificing, unselfish, a student, steadfast, hard working and able to face disappointments, but face them fighting. He must have something of a vision and be able to work with his fellow workers and be able to hold his spirit down in the ranks among the men he is trying to represent, getting his view from their standpoint, for the man in the ranks, the member, is the one for whom this great organization was formed after all. As

the jockey who holds the reins in a horse race often does more to win or lose the race than the horse, so an honest, energetic Local Chairman who sees the purpose of his office; studies his field; is full of hard work and has that spirit of "do the job or get off of it," is a large part of the battle while the fellow we described in the first installment of this article, and who exists only on run down Divisions, is a mill stone around the neck, on that Division and with him in the saddle you stand a poor chance of winning anything.

I am not forgetting that the task of a Local Chairman is a hard one; that if he is successful he gives long, hard hours without monetary return; that he is often considered unfairly, when he has acted in what he believed to be a fair manner; that he often feels that he is laboring without appreciation; and that if he is energetic and progressive he must often be misunderstood and wrongfully judged not only by his own membership, but by his fellow committee members and others. These things are true and go along with a Local Chairman's office.

I maintain, however, that no man is square who will accept any office, regardless of how insignificant or how little monetary or other returns it may bring forth, and then fail or refuse to function, and yet continue to hold and insist on holding that office and the privileges that go with it.

A Local Chairman of long standing on a Division has developed friendships with those, for whom he has handled grievances and who he helped out in the regular course of his duty, that sometimes makes his office almost continuous as long as he cares to retain it. These Brothers feel obligated to support him and on a run down division it does not take many votes to make a majority.

I wish to say right here, I am not knocking any Local Chairman. I am willing to be measured by the same measure that I apply, but this is a desperate case and we have seen times in the recent past, when the very life of our Organization almost seemed to hang in the bal-

ance. Under such circumstances and in these trying times can we safely stop to consider the personal interest or welfare of any individual, whether it be you, I, or any other Brother? Who can say how soon the trial will come again? I believe the majority, yes a large majority of Local Chairmen take their office and work seriously, but just stop and consider what damage even a small minority on a general committee can do, when a vital question is under consideration, and opinion is divided, or what a few weak districts on a railroad system might do in case of a strike. Read your constitution, note the importance of the Local Chairman all the way through. Practically every officer of our Order above Local Chairman came through that gateway.

Now what can we do to get an active Local Chairman at the head of this run-down Division? Any Brother who holds this office and has found that he cannot make the grade, or for any reason cannot give the office the time and energy necessary to get results, should resign and help select a successor and when selected, support him, and he will do this if he is right and has the right kind of blood in his veins.

We as a membership should be square with the Local Chairman. I have cited you in my previous installment, if he insists on holding on, it is up to the membership. There are always some progressive Brothers on every Local Division. A few of these can get together and in the Brotherly way we have pledged to use when joining the Order, try to get him to function. If we fail in this, after giving him a chance and treating him as we would be treated under similar circumstances, then there is only one course, amputate. Where there is a will there is always a way. No "Dead in the shell" officer can get by long, in the face of a well-aroused constituency. If a petition and expression of the majority will not persuade him, then the application of Section 10 of the General Statutes will. But don't forget that no ship can make progress if the chief navigator is asleep at his post or don't give a tinkers darn.

You have got to change navigators. You may have to scrap to make the change, but if you are right, the scrap will do you good, and the change must be made, if you are to make progress.

Having successfully operated and removed the principal cause, namely poor leadership, we must turn our minds to reconstruction and build up the patient. Do not forget that that little old ballot makes or destroys. In selecting a new leader, a meeting where the members can get together and lay their cards on the table face up, at this time is a good thing.

Remember that the man you select has a big job ahead of him if you are to get what is coming to you. Without monetary return whatsoever, he must give long hours to O. R. T. work, after other members are off duty. He must meet your Superintendent and other railroad officials of long experience, on equal footing. It is he that appoints your Local boards and committees; attends your General Committee meetings as your representative, standing up flat footed and fighting for your rights and interests or taking a reactionary drift with the current stand, lining up with that element that we seem to find present but fast going out of style, that opposes all progressive measures and forgets the interests of the membership at large in times of test.

As stated previously it is also he that is liable to go as your representative to your conventions and he will undoubtedly take the same stand and course there that he does in General Committee meetings or at home, and don't forget that there are politics and politicians, both kinds, and men of selfish interests in the O. R. T. the same as every other Organization. After all we are only human and the crown of purity has not been adopted as standard for the heads of our membership any more than that of any other Organization of this day. Believe me that Local Chairman that you elect will be taken up into the high mountains of temptation by many a selfish devil. These will beset him from without and whispering to him from within, "Aw, what's the

use, there's nothing in it anyway; The fellows don't care if I do work my head off; It's a thankless job." Or outside devils will coax him to do this or don't do that, "It will help me out, to H— with the rules of the other fellows."

Now that we have an idea as to what our Local Chairman is up against, we must disregard everything else and try to pick the best man we have, who will be most liable to measure up to the job and not forget that we had better pick a Brother who we feel is a progressive rather than a reactionary. A progressive sees ahead, a reactionary never sees at all and refuses to see. Better have an Engine on head end with a little surplus steam, than one without any.

We should persuade this Brother whom we have picked to make the sacrifice and we should agree to back him as long as he hits the ball and goes straight.

If you have made a good selection, the balance of the treatment is co-operation mixed with work and administration in large doses. If your Local Chairman is a progressive and will select for his board and assistants Sisters and Brothers of that persuasion endeavoring to distribute the offices geographically as much as possible over the Division; hold meetings; meet all grievances promptly and right on the nose; co-operating with the railroad officials where this is possible, the cleaning up of the *nons* will be a small job and the O. R. T. will really mean something on that Division.

A new man coming onto a Division soon gets a line on conditions on that Division. Can you blame him for refusing to pay his money in for something that has card would entitle him to, when he knows he is not going to get it. Give value received on your Division and the boys will refuse to stay out, except perhaps a few chronic sore heads, and they will find it so unhealthy that they will get in or move.

I know of a Division similar to the one described that had been virtually dead for ten years, then was revived in less than a year and brought to a 100 per cent basis, simply by a change of ad-

ministration and an application of the treatment set forth. It can be done.

WARREN E. BECK.

THE TELEGRAPHER.

There never was a period in the industrial life of the American people where printers' ink, and white paper was considered as valuable an adjunct of business as the present. Recently I have come in possession of eleven different publications issued (some weekly, some monthly), by corporations, and combinations of business interests. Chambers of Commerce issue National, State and local numbers. Merchants Associations (wholesale and retail), Furniture corporations, Railroad Systems, Stove Founders, Grocers, Dry Goods Associations, Bankers and others issue publications. In fact, not a business interest in the nation that has not one or more publications dealing in trade in general, and some in particular, and all editorially discussing the "Labor Problem" as it effects their especial business—Congressional, and State legislation, and economic and political questions, and, to be expected, labor receives no bouquets from any of these sources. It is noticeable in all of them, that not a word, phrase, or sentence is wasted, but everyone of them used to breed a business class consciousness in those into whose hands it falls.

Here is where the labor organizations can pluck a leaf of serious consideration, and copy the methods used by the journals of trade issued through organizations of employers, and in their established official labor organs cut out all subject matter that has not an educational value for those who contribute the finances necessary to its publication.

As one who has contributed his little mite toward this end (as far as it concerns our own TELEGRAPHER), I wish to say that we have made a mighty stride toward that goal. Under the management of President Manion, it is now a monthly publication worth reading. From the first article to the last there is information of an educational and enlightening nature that every member, and non-mem-

ber can obtain benefit from by reading and giving study to the same. Personally I read it all, and if many of our craft would do likewise there would not be so many non-members, and the luke warm, 50 per cent member (the card carrier), would be reduced. The more a man or woman investigates this great problem the more zealous he or she becomes in associating themselves with all movements of defence and progress of the industrial class wherein fate has placed them.

Those of us who back in 1900 remember the brown covered publication issued from Vintondale, Iowa, by our always lamented Brother Thurston, and Brother Fox, and view our present issue, can see the wonderful strides made. In our Fraternal Department where the Organization spent from \$45,000 to \$50,000 a year for a lot of bunk of the kindergarten variety you can now see officers give expression to matter that is valuable to all as interchange experience. I have noted that several General and Local Chairmen have refrained from using this department on the plea that they preferred circularizing their membership with a view to secrecy. I know from personal vision that the TELEGRAPHER finds its way to the tables of railroad officialdom, but if there is any Chairman so infantile that he labors under the impression that circular letters do not arrive at the same place, his innocence is great. Play your cards above the table, defend what you know to be your rights, and then care not who knows it. If a General or Local Chairman has nothing to tell his membership every thirty days, then I think he is in the wrong place. If they have nothing more, they can at least tell their name, and next issue they could add their address, follow these by an exhortation to build up the weak links, and in a short time their following would look for their monthly advice, whether it was brick-bat or bouquet, and both are necessary at times.

I have noticed in several Labor publications where the vice-presidents give a monthly review of conditions in their various territories and write some very

able and illuminating articles for the men who pay the bills. This could be adopted in our own Organization, and any member who is ambitious, and intelligent to aspire to a Grand Officer position should have something every thirty days without any burdensome effort on their part. The rank and file would at least know they were living. The subjects might be industrial, political, or social, and coming from many parts of the country, give us a different view of matters from that read in the daily press.

I have read, and often re-read original articles in The Viewpoint (that would be better named Members' Forum), and have come to the conclusion that many members of our craft possess ideas, and the power to express them. It is to be regretted that more do not give us the benefit of their knowledge and ability. 70,000 members should be able to fill a journal twice the size of our own if they would only put in print for us all, the verbal wisdom they often impart to those they may come in personal contact with.

Come, brothers, make your monthly publication a leader in labor organization journals, keep pace with those who oppose you in print. You have made some noticeable advancement but you have not reached the acme of perfection. Your President and worthy Editor are doing their share to give a dollar's worth of timely reading matter for every dollar expended. Read it when you get it, have others do same, and when you have an idea that will contribute to progress or enlightenment of all, give it to us.

CERTIFICATE 10.

HAS A PLACE.

I am contributing my first item to the grand old TELEGRAPHER that I have read so long, not that I was ungrateful, but had an idea that any contribution that I sent might fall in the hands of the Goat, or get in the waste basket, for the lack of interest that it might create.

The first thing I would like to state is that, I think, if my memory serves me right, I took out my first card in the

O. R. T. somewhere around 1888. A good brother came around, by the name of J. W. Jordan (who, I understand, has passed to the Great Beyond) and told me of the O. R. T. I was then working for the Illinois Central. I kept up my dues as long as I was in active railroad service, but through carelessness would let my dues lapse when I was not employed in railroad service, which was a sad mistake for me. I can see that now.

I can look back to those days when we were on a 12-hour-day basis with \$40 per month, and when we would say good night the dispatcher would say: "No; stay around, I might need you somewhere around 10 or 12 o'clock midnight." On one of those occasions I refused and the dispatcher told me if I went home there would be a man to relieve me next day. I went home and resigned the next day. That same dispatcher is now a train master, and he has never risen to a higher position, and some 35 years have passed.

Well now, to begin this subject on a business basis I am going to spring something that might cause quite a bit of criticism, but it is my purpose in writing this epistle to impart some of my pet ideas that I have fostered a long time to my brothers, and we don't know what might come of these ideas. I am doing this now through a fear that some other brother will beat me to it, as I am beginning to see quite a few write-ups that are bordering pretty close onto this very subject.

Now, to begin with, I will impart some of these long thrashed out pet ideas of mine, and first my plan is for organized labor to get into big business and accumulate some capital of their own. How are we going to do it? Well, just listen and think some, and figure a little . . . The first thing for us to do is, three words—*co-operation, federation and unification* of interests. With these three things we are fixed, with the entire strength thrown together.

Next, go into *big business, banking business* on a scale unheard of. How? Well, we will see. *Buy* a business location in one of the most centrally located business

centers in the United States, say Chicago, and there build a building that would be a credit to any large office and banking corporation, all technical organized labor federated and located with their separate offices in this building, with a *co-operative* national banking institution there, all organized employees send their savings, with a guarantee of certain returns per annum. With, say, two million organized employees remitting say ten dollars per month, where would this put us in one year? Just think, somewhere around two hundred million dollars on deposit, then we would be ready for big business. Of course, the plan as outlined by me would not change the different crafts that were federated or unified, but only serve to put them together, in a way that each would be a help to the other, I am not willing to say that it would be wise to federate with unskilled labor, as it would eventually place too heavy a burden on our shoulders. My plan is simply to pile up wealth that would be a bitter dose to other organized capital that is stabbing labor, and to get into the big business game in a way that would eventually, put some of the best railroad property into our own hands. Other arrangements, that would be a safeguard to organized labor. The banking institution would, no doubt, grow to such proportions in the course of, say, five years that the managing directors and executives could arrange other local banking institutions, that would be patronized by organized labor, in centrally located places, guaranteeing each depositor at least 4½ per cent on his annual deposits, not subject to being withdrawn for at least one year, if withdrawn no interest. Now, my plan is to build up this institution for at least one year, then begin to do business.

I want to say right here, that if a doctor was called in to give an antidote for poison he would more than likely give another poison, and therefore, I say we will give the same medicine that we are being poisoned with.

My plan goes much further than this, it would also cover the press proposition, too. We would put out our great dailies

right in the center of the greatest population, sell those papers to the public, grow and place other dailies in the field, thus educating the public just as the press has in the last crisis. In the course of time, with the proper management, we would eventually control at least our side of the situation, and there are numerous things to follow along with this arrangement, which would cover the co-operative stores for railroad men, with a small profit, only enough to pay the running expense of the business with all employees a salary commensurate with their responsibilities.

We have noticed of late that, there has been a combined fight by the Chambers of Commerce against organized labor, too. My plan would very soon close up this antagonism, as there is, more or less, a great many merchants in a city that are members of this commercial organization. I would not have anyone understand me as making a fight on any particular organization, but only a fight to preserve ourselves and our organizations.

My plan, too, would further extend to our business executives, giving them power to exercise their good judgment in a manner, which would throw them in the field to purchase broken down railroads, at figures that would guarantee a safe investment. Manning those roads with organized labor, cutting out all unnecessary expenses such as lawyers, division freight agents and division passenger agents, placing our own express companies on the line, running the road in the same manner that Henry Ford does his road. If railroad men, trained in the service with long years' service, are not suited to run a road, I do not think there is anyone suited to run them.

My plan also would, in a measure, put to work many old men that are now turned down on account of age that would make wise and safe executives. Of course, all positions of trust being bonded, I am of the opinion that it would not be a great while under the above business principles that the so-called public, that is so badly wounded by the so-called high wages paid to railway men

would, consider that the men themselves would turn out to be the sole salvation to the public, from the mere fact that they would get better service out of a railroad that was owned and manned by railway men. Again, the howl that would be set up by Wall Street, would echo back until they themselves would also say, "Boys, your fight has been an honest one, and well deserves your good fortune."

Now, this plan is only some of the real business principles on a large scale, that this would ultimately bring to railway organizations, in the way of big business. I trust that others will take hold of the matter and make it better than I. As you well know, all good patents and ideas that are advanced by anyone, are first called cranks, but sooner or later good comes out of it, and eventually, there is an improvement on it; that makes it a certain success.

G. W. PARR.

LIKES NEW TELEGRAPHER.

Under the caption "Another Protests" in the May number, D. G. Williams opens up and emits a wild harangue against the make-up of the TELEGRAPHER in its present form.

I will admit your courage, old top, but as courage is not mentioned in the ritual—but charity is—And the Greatest of these is Charity, let us recognize the Editor's charity in printing your article and forgive him his sins as you outline them so venomously.

What under the sun should we do? Hark back to the day of the ostentatious scribe and the vain-glorious simp who used up valuable space with their puerile chatter and group pictures of himself and dogs displaying a banner of doubtful lettering ability? Lord forbid.

Is it Bro. Williams' wish that we forever remain as silly and vanity loving kids? Lord forbid. Such a retrogression is unthinkable.

The last Convention did noble work inaugurating a reform in this respect.

To retrograde would be too whimsical for the imagination.

The Editor printed your article, Bro. Williams, proving your opinion of the TELEGRAPHER is correct—you can talk to one another and thrash out your misunderstandings, etc., so console yourself with the knowledge that this journal you are reading pleases us men of the craft, just as it pleased us a time ago, when we were kids.

A-a-a-h! When I think of the balderdash in the old-time TELEGRAPHER, I get all het up. CERT. 804, Div. 29.

A CONCESSION IN RUSSIA.

The Soviet Government of Russia has granted large concession rights to an American organization called Kubas, which organization is to take over and operate the industries of the Kuzunto basin in Siberia. The basin contains nearly every natural resource needed for the welfare of humans.

The organization is now taking over a town of about 28,000 inhabitants, Kemerovo, which is to be an American colonization center. In the district covered by the concession, there are at present some 300 miles of narrow gauge railway under control of the colony and more will be taken over as the organization grows and needs it.

American and Canadian railroad telegraphers, radio men and technical engineers, preferably socialists, are wanted to go over and operate these railroads as they are needed. Miners and other skilled workers will also be required in the operation of the concession.

As there are many skilled telegraphers in the United States and Canada out of work, I think it likely that many would like to go to Russia, as members of the organization to take over and operate this concession.

I have just been paid a visit by Mr. H. S. Calvert, an American production

and industrial engineer who is one of the leaders of the colony or production unit. He is in this country at present organizing miners and railroad workers to go over, miners to go first and be followed by the railroad workers. Mr. Calvert has spent two years in Kuzunto and is very enthusiastic as to the opportunity for Americans and others who properly understand the situation.

I understand five leading technical engineers, employed by various large corporations, have just resigned their positions and fine salaries to sail, June 17th, for Kemerovo to join the American center there.

Those who desire further information can send to Kubas, Room 303, 110 West Fortieth street, New York City, for booklet describing the colony and giving details. A charge of ten cents is made for the booklet, to cover expense of printing and to help pay expenses of correspondence, mailing and so forth.

The Mr. Calvert I mention was born in Mississippi and grew to manhood in Oklahoma and Wisconsin, where he received his education. He also attended the University of Illinois at Urbana. He has had personal conferences with Lenin, Trotzky and Kammerlin and assures me they are working with all their might for the benefit of the working class, and no other.

Regardless of what merits a pure working-class government may or may not have, I think our radical members have a right to learn that an opportunity awaits them to try out their ideas if they so desire, and I take this opportunity to inform them of the Kuzbass organization for the development by Americans of the Kuzunto basin.

I sincerely hope all will write and get one of the booklets which deals exhaustively with the subject.

T. A. QUIGLEY, Cert. 122, Div. 3.



All fraternal items must be in the hands of the Editor on or before the 20th day of the month. Only items sent in by local or general chairmen, or by correspondents authorized to act as such by local or general chairmen, will be accepted for this department. The Grand Division, in session at Savannah, Georgia, May 9 to 21, 1921, adopted the following for the guidance and instruction of the Editor of The Railroad Telegrapher and the general membership:

"Fraternal Department subjects be confined to information that Division Officers may wish to impart to their membership concerning the business affairs of their respective divisions."

CORT CLUB.

The club convened May 16th, in the Atlantic Hotel, Chicago, promptly at 8 p. m., daylight-saving time, which is 7 o'clock standard time. President A. B. Coats presided and introduced Vice-President Brown, Brother Cowley of the Nickel Plate and Brother Dave Smart of the Northwestern.

All three of the speakers made excellent talks and those present, about fifty all told, were well repaid for their attendance. Owing to a drizzling rain the usual large crowd was not present.

Brother Brown gave us an extensive review of the doings before the Railroad Labor Board up to date and was quite optimistic for the future, giving good and substantial reasons and facts to show we were not slipping, but making progress. He was listened to attentively and one could not come away without feeling better after listening to him.

Brother Cowley stressed the fact that only with and through organization could we hope to win advances or hold our own against the powerful interests lined up against us. Our organization should be as nearly 100 per cent as possible to secure the best results. Organization was the only thing that had gotten anything for us and only as we maintained our lines unbroken could we succeed.

Brother Smart has a regular Sherlock Holmes faculty for observing with a keen eye the injustices and wrongs handed to labor on a pewter platter, and Dave called attention to several little technical things regarding decisions of the Railroad Board that would bear looking into. Your correspondent would suggest he thinks Dave is right.

Several other members made short and interesting addresses, among whom was Brother James Henning of De Kalb, Ill., who came a long way to be with us.

Some interesting things are being planned for the future and every O. R. T. brother who can reach us should join the Cort Club and exchange ideas with fellow workers and not be telling their troubles to head-end brakemen.

Come out and meet with us. The club meets the third Tuesday of each month in the banquet room, Atlantic Hotel, 8 p. m., daylight-saving time, Chicago.

WM. B. SPENCER.

New York, Div. No. 44.

On April 24th the U. S. S. R. Labor Board commenced hearing our wage dispute. President Manion and associate Grand officers appeared in our defense, together with about 75 General Chairmen. Your General Chairman appeared before the Board and gave oral testimony on April 24th. Special stress was laid on the density of traffic in our territory, the low average rate as compared with other roads, the absence of express or telegraph commissions, and the discrimination against our class in increases in wages as compared with maintainers with resulting dissatisfaction among towermen. High rents were stressed, and were emphasized by the fact that Mr. Farrell stated through Mr. Walber that at 20 per cent of the stations living quarters are furnished, to which our reply was that of 600 employees, about 25 have living quarters furnished.

The General Committee conferred with General Superintendent Baker on May 3rd, and on the same date with Supt. Canning. The U. S. Mail case remains unsettled. Ten-

tative arrangements were made with Mr. Baker respecting the Bay Ridge agency, and with the settlement of the wage dispute we expect our schedule agreement to be printed and copies furnished all concerned.

The usual courteous treatment was accorded us by the Management, and we feel sure that our relations will continue to justify the confidence and trust which the membership has placed in us. Some few delinquents remain, as well as *nons*. Eleven new members were added at the May Division Meeting. At that rate the *nons* will soon disappear.

M. O. HOWELL, G. C.

Grand Trunk Ry., Div. 1.

Chicago Division—

The new Seniority lists are now out and all members that have not as yet received their copy will please notify Local Chairman and they will be furnished with a copy.

There is an error in date of Brother H. R. Davis, shown on list as entering service March 20, 1910. All members please correct your list to read March 30, 1910.

Since last issue of the TELEGRAPHER we have lost one of our Brothers, which we all respected and loved, who has been a member for some time, Brother D. W. Savory of Bellevue, Mich., who has been sick for four or five years. D. A. CRUMM, L. C.

Barrie Division—

In checking up Barrie Division, I find we are in fairly good shape as regards membership. However, I am sorry to report we have still a few men who think there is better getting outside the order than in, and I must confess I agree with them so long as 98 per cent of us are coming across with our cash and doing all necessary work to protect their respective positions. We have one man located on the Beeton branch who really has the face to put up this line of argument. Personally, I could not meet such an argument without saying things. We have a few members on our division who have not yet paid their current dues. Hope it will not be necessary for personal calls this year. The amount of protection we may be able to secure will depend upon the amount of support we receive from the membership. Now, every man with his back to the wall. We are glad to know our grand division members are in session at the present time making arrangements in connection with the establishment of a real O. R. T. bank. Also pension plan, both of which I feel sure will be valuable assets to our Order in the future. We wish our grand division every success in its good work. Members who have not subscribed for *Labor* should do so. This is the one paper in America which supplies real facts connected with our side of labor matters.

Members who wish to subscribe, if they will remit \$1.50 to me I shall be pleased to arrange to have them supplied. *Labor* is a weekly issue and to the point on all labor questions. F. A. TESO, L. C.

C., St. P., M. & O. Ry., Div. 4.

Eastern Division—

The meeting held at Eau Claire on Sunday, May 14th, was very enjoyable. A nice crowd turned out and the afternoon was well spent in a general discussion of the work of the organization. The present status of our negotiations and the prospects for the future were gone into at considerable length. Among those who spoke were: Brothers J. H. Mulvaney, J. A. Kneer, H. S. Babington, L. R. Strasburg, J. J. Gaffney, E. G. Hugdahl, W. W. Erpenbach, Local Chairman Bone of the General Office, G. S. & T. Kvooll and General Chairman Liddane.

The West End was well represented, but the members of the East End failed to turn out as well as expected. It is hard to understand why this is so. The train service from the east into Eau Claire makes it very convenient and there is no good reason why they should not turn out better. The meetings provide an opportunity for the officers and members to get together and discuss matters for the common good. They give the members an opportunity to become acquainted with phases of the work which cannot be published in write-ups or circulars, and it is their only means of keeping in touch with all matters pertaining to the organization.

At the time of writing this the wage hearings have closed and we are awaiting the decision of the Board. The notice of a proposed reduction was served on our committee last November and at the same time we filed a request for an increase. Since that time briefs, arguments and submissions have been filed by both sides, ending with oral hearings in Chicago during the latter part of April.

I wish at this time to ask the assistance of the members in lining up the few *nons* who are scattered here and there over the road, also impress upon the delinquents the importance of paying their dues immediately. The Labor Board Organizations are today passing through the greatest crisis in the history of the movement and the O. R. T., like all others, realizes the necessity of getting every man and woman eligible into the organization in order to protect wages, hours and working conditions. With a solid united organization this will be possible, but with a weak organization or with dissension in the ranks we will be at the mercy of the enemy. Every effort is being made to weaken us and for this reason the ravings of the radical and the gossip of the scandal monger should be scrutinized care-

fully and investigated thoroughly before any encouragement is given to their insidious work. They offer no constructive criticism, but by intimation and innuendo leave an inference which they hope will create suspicion and discontent.

We are facing at this time difficulties which will require our utmost efforts to meet successfully and the very least the officers should expect is the united support of the men and women whose interests are at stake.

W. J. LIDDANE, G. C.

Northern Division—

When this reaches the readers the first term of 1922 will rapidly be drawing to a close and it is hoped that every eligible member will have his or her dues paid, so that the Northern Division can again boast of the best organized division on the Omaha road. We have at this writing, one lone non and four delinquent members. The one non-member is a man who has been an eyesore to this organization for years—one of those off again and on again birds—who, when in the organization, is nothing but a source of worry to the officers, and when out of the organization everyone is glad for the reason that he has no money invested in the organization and has no excuse to holler and should be content with things as they are, as he is getting something for nothing anyway. Therefore, your officers feel that the organization is far better off without him than with him.

We have been compelled to reduce our membership the past year on account of the great depression in business and so many have been out of work and no chance to work at all that many have left the service and have entered other fields. This was caused chiefly by so many of the boys being called away to the war and the hiring of so many new telegraphers to take their places, which meant their displacement when the boys returned and which, necessarily, caused a surplus of telegraphers on every division of this railroad. The Northern Division at this time has a surplus of telegraphers, something which heretofore has never been the case. But with "prosperity just around the corner" and with every indication that business will soon approach normalcy it is evident that some new offices will soon be opened and help to remedy the labor shortage which has affected our membership. The company's request that the Railroad Labor Board put into effect another reduction in wages and our counter proposition for an increase to offset the decrease of a year ago, was heard before the Board during the month of April, and no doubt by the time this reaches the readers a decision will be announced. How that decision will affect us, of course, only time will tell, but we hope for the best

and trust that the many inequalities which exist on this division and every other division on this railroad will be wiped out. Your Committee has all sympathy for those who are being underpaid by these inequalities, but we wish to assure them that we have done and are doing everything possible to eliminate these distasteful features. The argument which our General Chairman and Grand Officers submitted to the Railroad Labor Board in Chicago covering our case certainly covered it in a wonderful manner and if the Board does not make some provision to have these matters straightened out, it certainly is no fault of your Committee or Grand Officers.

At the last convention a law was passed requiring each Local Chairman to appoint two assistant local chairmen and one secretary on his respective division. In compliance with this I have appointed Brothers P. C. Hagen, Rice Lake, and P. V. Clark, Trego, to act as assistant local chairmen for the period ending March 1, 1924, and have appointed Brother H. W. Brooks as secretary for the same period. These Brothers are all duly appointed officers of this division and should be recognized as such by the members of this division. Their duties will be to assist the Local Chairman when called upon and anything the members can do to assist them in their duties will be appreciated by the officers of Division No. 4.

For the information of those not familiar with the case, and especially for those who have been misinformed as to the status of the case wherein a train dispatcher was allowed to displace one of our members on this division, I will attempt to give you a correct report thereon. On February 23rd a temporary position of train dispatcher was created in the train dispatcher's office at Spooner, due to the terrible snowstorm which raged over this division for three days. When the aftermaths of the storm had been cleared up the dispatcher's position was abolished and the dispatcher affected was allowed to displace the junior telegrapher on the division, the company taking the position that this was in conformity with the schedule. The Local Chairman immediately disapproved of this action, taking the position that the rule applied only to permanent positions which might be abolished, and after trying to effect an adjustment with the local officers of the division the case was appealed to the General Chairman, who in turn carried the case to the General Officers and it was decided in our favor, the telegrapher displaced being allowed to resume work at the old position and a voucher for \$87.78 covering all time lost was paid to this member. It later developed that the train dispatcher had only about a year's seniority rights and was three years the junior of

the telegrapher displaced. This is a case where carrying an up-to-date card saved the job of one of our members and should be ample proof that your representatives are endeavoring at all times to have the schedule enforced, and should be a warning to those who perhaps feel they would get the benefits whether they remained within or without the organization. While this case did not affect the rest of us directly, indirectly it did, as the next time it might be one of us.

It has recently reached the attention of the officers of this organization that a petition aimed to create discord in our ranks has recently been circularized over every division of this railroad, originating on the Western Division. It is hoped that those who have occasion to see this petition will, before signing it, just give the matter a little thought. Ask yourselves this question: Have we as good a schedule as any on any railroad in this country and is the affairs of the members on Division No. 4 being handled in a satisfactory and prompt manner? It might be well to inform the members that Division No. 4 has not only as good a schedule as on any road in America, but a better schedule. The Labor Board handed down a decision in April, making a spread of nine hours, time and one-half only after the ninth hour and the creation of the split trick, with other numerous rules which worked a hardship on the members. But this decision did not affect the members of Division No. 4, for the reason that we submitted nothing to the Board and there was no dispute involved with the officers of this company. Therefore, our rules remain intact and we today have the distinction of having the best set of working rules of any road in America. Now, Brothers, this was not accomplished with any idle effort. Your Committee put this over after many weeks of work and worry and today we stand in a class by ourselves. Another thing we have on this road is a record of not one unsettled grievance, which, again, is ample proof that your Committee is looking after the welfare of the members.

While it is noted that the petition calls or hints at a reduction in the rates of dues, do any of us believe the dues are too high commensurate with the benefits we are getting out of the organization? I think we will all admit this is the best investment we ever made in our lives.

Do we wish to part from the custom of having a salaried General Chairman with the hope that it might save a few pennies to each member and sacrifice that which we have spent twenty years to build up, a perfect organization with a schedule second to none and, best of all, a schedule which is being enforced in every detail? We must remember that we have a membership of

less than five hundred members and that in order to have a first-class division our dues cannot be expected to be as low as those on a division with two thousand members or more, while the duties of a Committee are just as great. We have employed a General Chairman who is recognized as one of the best, if not the best, General Chairman connected with any craft of men on any railroad, a man with twenty years' experience, a man who has devoted all these years to the creation of a perfect organization and a man who is a schedule expert. Instead of trying to create dissension and trying to start something which would mean his removal or his resignation in disgust, we should all feel proud that we are in the splendid shape we are in and that we have an organization on Division No. 4 which is par excellence. Let's not rock the boat, or bite the hand that is feeding us, but instead let's "carry on" as we have in the past and we will maintain and broaden our working conditions, and cherish that which it took twenty years to build up. I have abiding faith in the members of the Northern Division that they are well satisfied with the workings of Division No. 4 and through them and their splendid support, which I am sure they will continue to accord the officers of Division No. 4, we will continue to prosper. "X." Cert. 330.

Canadian Pacific Ry., Div. 7.

Farnham Division—

Joint meeting for the Quebec District was held at Place Viger Hotel, Montreal, Sunday, April 23rd, and was well attended, there being 125 present, including Brothers J. M. Mein, Deputy President; A. E. Chapman, General Chairman; J. N. Potvin, Assistant General Chairman, and Local Chairmen Brothers Appleby, Rooney, Messier and Pouliot. Morning and afternoon sessions were held. New proposition on revision of rules as submitted by the company was gone into and several matters of interest were discussed.

Meeting held in K. of P. Hall, Farnham, Sunday, April 30th. While not as well attended as might have been, turned out to be as good a meeting as has been held in a long time, several matters affecting the men on the Farnham Division being brought up and the proposed revision of working conditions fully gone into. With the trains advanced one hour account daylight saving, I trust there will be a record attendance at the next meeting, which will be held in the forenoon after arrival of Nos. 39 and 212, and wind up so the brothers from the East End can return on No. 40 at 2 p. m.

At time of writing the schedule committee is in Montreal negotiating with the management since the 12th with respect to changes in our working conditions. Let us

hope that a satisfactory settlement will have been reached when this appears in the TELEGRAPHER.

Three positions of regular relieving agents will be advertised this summer as against two last year. These men are entitled to relieve agents including those at the larger points in preference to chief clerks or regular operators as explained at last meeting.

The rights of a man whose position is abolished, although advertised as temporary, displacing the junior permanently located telegrapher on the division or the district as the case may be, is, I believe, now thoroughly understood on the Quebec District. It was discussed at the Montreal meeting April 23rd.

A case recently came up on the division where an agent living in station dwelling was notified by superintendent to discontinue the practice of using coal oil in his oil stove whether oil supplied by the company or himself. The superintendent advised that in case the station building was destroyed by fire caused by the oil stove, the company could recover no insurance on the building. The company, however, is prepared to supply what wood is needed. Agents living in station dwellings will please be governed accordingly.

Bro. C. O. Jones has displaced assistant agent at Cookshire in accordance with Clause C of Article 28. Bro. H. A. Patenaude has done likewise at North Troy, Vt., after matter being taken up with U. S. Immigration authorities, who at first refused men from the Canadian side of the line to enter United States to work as assistant agents. Arrangement of a few years ago permitted this for agents and operators, but did not mention assistant agents specifically at which time they were not represented by the O. R. T. Latest ruling received from Washington, however, allows this to be done.

F. A. POULIOT, L. C.

N. Y. C. R. R., Div. 8.

Buffalo Division—

Bro. J. N. Fogarty, 648 Central avenue, Albany, N. Y., was the successful contestant in the matter of securing the Chevrolet roadster on May 9th at Buffalo.

In behalf of Bro. Henry, I wish to thank everyone who in any way helped.

It was decided at the May meeting that we would dispense with the regular meetings during July, August and September. If necessary special meetings will be called.

The management has served notice on the General Committee requesting a revision of rules. The General Committee was convened and drafted a counter proposition which has been presented to the management. The committee and the management will meet very shortly.

J. F. FARRELL.

Pennsylvania R. R., Div. 17.

Pittsburgh Division—

Have been busy this last month working within my limitations to place men in governmental positions who will not consider it a duty to give labor a slap at every opportunity, and then prate about the dignity of "Law and Order."

At the present writing the workers of Pennsylvania have once more defaulted in exercising the greatest weapon in their reach to defend their rights. In fact they have riveted the chains that corporate power has placed on their wrists.

Past ages have furnished a list of martyrs who have died to establish adult franchise, and how lightly it is held by the average American voter? Not so by great industrial leaders who are ever on the alert to see that their puppets are placed in position where the power of state can be used for their special interests, and against the wage earners. Some day the worker may awaken, perhaps.

Several members, and some who are not members, have, in spots, raised some little storm about the seniority clause of the new agreement. Tracing all the protests leads you to personal reasons, and not as a matter of principle.

The committee desired to get the best seniority clause, and for that reason selected it from working agreements where the employes have had twenty-five and thirty years' experience in revising them. It ran into some division customs and thereby tells the protests. It establishes service seniority instead of position seniority. Every position enumerated in the preamble, and not considered separate classes, but different positions in the one class, and no matter what position an employe entered the service—telegrapher, telephone operator, train director, block operator, or leverman, he carried his service seniority to whatever position he may aspire to. To draw a protective wall around any position, and say others employed in a different position should have no access to it would destroy real seniority. Have heard some very vigorous assertions, but very little reason or argument against straight service seniority.

The cloven hoof of the so-called "plan" shows itself more and more as it is announced that the representatives you are to deal with propose to confiscate the election machinery of your organization. Representation is the authority vested in the few to represent the many. Representative dealing always implies a representative body. The American principle of representation carries with it the right of the represented to designate that body. The further right is inherent in that body to devise elective machinery to choose representatives. Any other method not only trespasses your industrial rights, but violates your American liberty.

Just think of a labor organization, or some other corporate group dictating the election methods of the Pennsylvania Railroad Company. Who should vote, how they should vote, and when they should vote for the choosing of a board of directors. Such a "plan" would be spurned as the height of tyranny, but when applied to organized employees, well that is another question. It is up to you to solve it.

J. H. McGRAIL, L. C.

Logansport Division—

Through the request of the majority of O. R. T. members on the Logansport Division, the telegraphers' journal of February, March and April was mailed free of charge by Bro. Manion to all those not members of our Order on the Logansport Division in the agent and telegraph department. This was a very good move by the membership, as in going over the division last fall we found we had a few cases where some of the non-telegraph agents claimed they had not seen a telegraphers' journal in years, and also one agent who had never seen a copy. Then it's little wonder that this man was not a member of the O. R. T.

Usually some of the agents who are not members have the thought that the O. R. T. is composed chiefly of a bunch of operators scattered over the land "known as 'tower canaries'." However, we must say that in this case they have the wrong vision of the subject. For example, we can trace the records of the Order back during the past quarter of a century and find that the majority of our Grand Officers were at one time or another working as a station agent, and on the strength of this saw the conditions of the station agent must also be brought to a higher plane, and, therefore, became instrumental in becoming a booster, and through their active work and also interest taken, were later selected as our leaders. Also, in attending conventions in the past and the present, one will find that among the several hundred representatives selected from every road in the United States who attend and carry on these conventions helping to make the laws and working conditions of the Order, are half, if not a majority, of them station agents, and it seems it would be a hard point to argue on that the O. R. T. "never did anything for the station agents."

Also do not overlook the fact that the Pennsylvania Lines is now and has been in the past seemingly the stumbling block for our labor organizations. As you know our past year of labor trouble has been centered on the Pennsylvania Lines, and that road still seems to be the source of trouble in negotiating new schedules and working agreements.

Seems they think we are all wrong and

we think they are all wrong, and it's for each and every individual to weigh the question in his own mind, and then decide for himself who is wrong. For example, let us take those wonderful words, "Back to normalcy." What do they mean and how far must we go back in years to stumble over those glittering words? Really, shall we go back to the year of 1900 when an army of us were termed "Boomer Knights of the Rail," and traveled all over the North and Northwest with a dirty shirt wrapped in a piece of brown paper when a station master would say, "What are you doing here: why don't you get a steady place and settle down to work?" We would then stand in silence for a space of time, for we could see in the midst of far-away years where it still said in a dim outline \$40 to \$42 per for being and acting as squire, postmaster, and station master, while telegraphing, selling tickets, express, baggage, packing the mail to the post-office half mile away, and on returning to the little old red depot of rude construction, collecting half dozen one-day burner switch lights on the trip, swinging them over the shoulder in taking them to the depot to clean, light and fill, and then return them to their proper perches, while dreaming of that little old \$40 per and all that went with it. Really, one would resemble a lumber jack coming down along Swan River in northern Minnesota with a load of musk-rat pelts on his back on his way to a trading point to trade for whiskey, while back at the little old red station one would view half a dozen young cub students secured from out of the woods some where, playing tag around the depot after they had completed their job inside during the old man's absence in melting his sealing wax on the seat of his chair, then in turn pressing his worn-out cushion firm to it, including a few bent pins turned upward, while another would be shaking the ancient ticket case as a rattle box, shaking the tickets to a heap in the bottom, while dreaming of the day to come when they could be lucky enough to fall heir to the old man's job. Then that vision would again creep in a distant view \$40 per and all that goes with it, and again we would take to the rods as one was about as well off moving as he was standing still. Was that normalcy? Or was this: When coming to the Pennsylvania Lines on January 2, 1902, after working at a place called Trimmer for some time, I received a message from Mr. H. S. Tousley, chief operator, which was as follows: "Logansport, Ind., February 13, 1902, A. C. Nethercutt, operator, Trimmer.—Night Operator Kelly, not being able for duty, you will work both the day and night shift until his return, or at the end of thirty-six hours report, as do not care to have you work forty-eight hours. H. S. Tousley, D. O."

Or is that what we shall term normalcy at \$47.50 per?

Really, we are at a loss to try to comprehend why some telegraphers drift along without being paid-up members in The Order of Railroad Telegraphers, for if it wasn't for that grand old Order today, they would be working under those same conditions, and every member will, in one sense of the word, have a *non* debt hanging over his head until every man working at the key becomes a member.

Who was the father of the telegraphers' eight-hour day? Why, Bro. Murphey, an old train dispatcher who was an O. R. T. man "true blue." He lived to see and also to rejoice over the telegraphers' eight-hour day, among one of the greatest laws ever written. He also lived and also died leaving his great work still blurred by a number of hard-shell *nons* still imposing on and biting the hand that helped to feed them.

A. O. NETHERCUTT, L. C.

Indianapolis Division—

Having been off several days and away from the office where I could not get up anything at all for the TELEGRAPHER this time until today, I am compelled to hurry and cut it short in order to get what I am sending to St. Louis in time to be printed in this issue.

I notice there are several delinquents still on the list, which is a matter, I cannot fully understand, especially at this late date, when it is so close to another dues paying time. I have written numerous letters to most of you, and in addition have talked to part of you, either on wire or 'phone, have got your promise of doing something, and some of you haven't as much as written me as yet. I wonder how it can be expected that the organization can amount to very much on this division when some of you show such a little interest as all that. There is not a one of you but that have got the money and able to pay your dues, and going a little further than that, none of you have got anything like a good or just and reasonable excuse otherwise for being delinquent. However, no doubt, you harbor the idea that you have good reasons for being delinquent. Then considering all that, you will not even as much as let us know your excuse at all. You may have told some of the other delinquents or way members about your troubles or reasons for not paying, but you are not putting out anything when myself or others interested in having a full paid-up membership on the division make inquiry of you. I am sure you owe us at least a chance to reason things with you. It may be that we have something to inform you of that you know nothing about, and which information would be the direct cause of you remitting your dues at once. One thing sure, we will not go on hearsays about what information we give you, we base our advise and infor-

mation upon facts and at all times produce the goods to verify our statements, and further we are perfectly satisfied to rest our acts and procedure on records well kept, and not leave them to what some other party has said or done in past times.

By the time this reaches you it will be close to the time your present card expires, and I sincerely trust that none will find it convenient to allow themselves to go delinquent this time. Let's break the record with a solid paid up membership, not a single delinquent this time. Also those of you who are now paid up, take an active part in seeing to it that all those who are delinquent get their dues in at once or at least before they are dropped from the roll. Their attention should be called to the fact that the new initiation fee is much higher than it used to be and it is no longer cheaper to join new than pay up dues, as it once was.

Am advised that we can expect decision from Labor Board soon in our case now, and we are all looking forward to that date when we will know what we get and where we are. Are you one of the just and deserving?

With best wishes and thanking one and all.
WM. BUMP, L. C.

C. M. and St. P. Ry., Div. 23.

Wisconsin Valley Division—

The meeting held at Tomahawk, Wis., May 14th, can easily be classed the finest and most important meeting ever held on this division. While not the largest in point of attendance, due to so many of our regular attendants being compelled to remain at home on account of illness of members of their families, the enthusiasm and interest displayed by those attending was very noticeable.

General Chairman Bro. H. C. Kearby was with us and added his usual amount of pep and good cheer that is always so noticeable at our meetings.

Through the efforts of Bro. Kearby, who is always anxious to give the boys of Division 23 the very best there is to be had, we were honored by having First Vice-President Bro. W. T. Brown attend our meeting. To say that we appreciated his being able to be with us and enlighten us on the many important questions confronting our interests at the present time would be expressing the brothers' gratitude in mild terms.

Meeting called to order 10 a. m. at Mitchell Hotel by Local Chairman Bro. Little. Our secretary was one of the unfortunate ones who was prevented from attending the meeting on account of sickness, and Bro. Semmelheck was appointed to act as secretary during Bro. Little's absence.

Bro. Kearby was the first one to be called upon and gave us a very good talk, explaining the working rules as handed down by

the board and covered the company's request for a reduction of pay for the members of our craft.

Bro. Brown was next called upon and after a few remarks in reply to the introductory talk of Bro. Kearby he complimented Division 23 for the excellent business way its interest and business affairs were being taken care of by its officers. He spoke on Int. No. 8, explaining its different features and the effect it had had in creating differentials. We were given some very good information relative to the different members of the Labor Board and the decisions our craft had received in the past.

Meeting adjourned at noon for a period of two hours. All visiting brothers enjoyed a chicken dinner at the Mitchell Hotel and the service was beyond reproach.

Meeting in the afternoon called to order at 2 p. m.

Flower Fund discussed at length and it was unanimously agreed by all present that this fund be continued and a working fund of ten dollars be maintained on hand at all times.

On May 14th there remained in the Flower Fund \$26.36, which is deposited in the Citizens National Bank of Merrill.

Each brother present was called upon to express himself, and the many questions that arose during the different discussions furnished some very good information. Bros. Brown and Kearby each favored us during the different discussions with interesting and instructive talks.

Suggested by Bro. Brown and agreed by all present that inasmuch as our meetings on this division were a regular family affair that the wives of the members be invited to attend our next meeting. Meeting adjourned at 5:15 p. m. to enable the members to catch the train to return home.

Three *nons* left on the division and they are all enjoying steady work. Get busy, brothers, and help put the W. V. back on a 100 per cent basis. We had it there before and the three *nons* were up to date at that time. It can be done if each one of you will just do your share.

We will have another meeting later on and when you get your notice, why not show a little enthusiasm and get your neighbor who you work with on the wire interested, and when the day for the meeting comes, let's not have a fifty-fifty affair but an honest to goodness 100 per cent meeting.

Bro. Manthey rode 240 miles to attend our last meeting and Bros. Whaley and Schulz drove 110 miles in a car. Ask these brothers how they liked the meeting on the 14th and see if they were not well repaid for the interest displayed. If it is of interest to a good majority of the boys, then it is of interest to you all. Let us get into the game and make the O. R. T. what it should and will be if each one will just do his or her

little part. It is a business proposition pure and simple, and the progress we have made during the past and the conditions confronting us at this time should arouse each one of our craft to the necessity of a 100 per cent organization at all times.

F. C. WEST, L. C.

Sioux City and Dakota Division—

What would be your opinion of your neighbor if you owed him a sum of money and he out of pure shiftlessness or spinelessness failed to ask you for it or collect it from you? I venture your answer would be expressed in two words, the initials of which are D. F.

This Order is based upon a plan of collection of that which is ours. The plan is O. K. It is up to us, the human element, to work it, and the fellows that sit across the table from us have the same feeling toward us if we fail or refuse to work it that you would have under circumstances like those suggested in above paragraph.

Too many of our fellows like to sit back in the saddle and ride while a few groom and feed the horse. This fact is not peculiar to our craft, but is universally true. It is the cause of most of the trouble and doubt of this day and the days gone by.

When you get your next jolt, if you ever do, and feel like cussing the Order, the L. C., the G. C. and the president and every one else cussable, just stop a moment and ask yourself these questions: What have I done to help prevent this condition, aside from paying my dues when called upon? Have I functioned as a member should? Have I obeyed the obligation taken when I joined? Have I been a live member in general? Have I made it a point to see that there was no rest or peace for any *non* or delinquent within my reach until he was lined up or squared up, regardless of any excuses which he may give? Have I boosted and encouraged those who were right and who were fighting the good fight for me and actively and rightfully opposed all things that were not right and all individuals who were not square? Have I written my Local Chairman or General Chairman, expressing my opinions and my desires, as I have a right to do, that they may get the members' viewpoint? In short, have I been an honest to goodness union man or woman, making my dues only a small portion of what I have given?

If we can answer these questions in the affirmative, we have a license to kick and cuss also, if not, and things go wrong and we lose out, we should only hire some one to kick us along with all others who have measured their interest in the Order and their own welfare by the dues they have paid alone.

Until we realize that we are all stockholders in an institution that means bread and butter and happiness to us and ours,

and take an active hand in its affairs, we are going to have some disappointments. If our methods are antiquated and wrong they should be changed. If our leadership, in any element of our Order is wrong, it should be changed. Where the welfare of thousands is at stake, methods and personal ambitions of individuals should not count. Results only should be considered. Every member (stockholder) of the O. R. T. has an equal share and right. The Order is the membership. Only a thoroughly aroused and enthusiastic membership in the district, the system division, or the Order in general will get the results we crave. In this or any other organization it is only the fellow that desires and seeks selfish personal privilege that loves a languid disinterested non-interfering constituency. If he is square and a fighter, he does not fear his constituents and desires their activity. W. E. BROW, L. C.

Seaboard Air Line Ry., Div. 28.

E. C. Division—

I need not quote the recent ruling of the Railroad Labor Board on our rules: you all should be familiar with this decision ere this time, it having gone in effect on March 16th. It is no more than we expected for what else could you expect from this board? They complied with the roads' request to the letter, even so to the commas and periods, but we have not lost such a great deal. It is now our duty to start out for some of the things we have lost through this board. Are we to go back to pre-war days? Indeed not, for had we not rather die any time in defeat, fighting for our rights, than to suffer from the rulings of this Labor Board?

Your reduced General Committee met the management on the 19th of April and remained in conference until the 22nd. We agreed on all rules with exception of the fifteen days' vacation, dispatchers and exclusive agents. These three matters were referred to the board for special ruling. None of us know what the decision will be, but trust it will be favorable to us. President Manion appeared before this board a few weeks ago and showed, without a doubt, that it would not be justice to our men to impose another cut on us. Presume we will get decision on this within next few months. What it will be no one knows, but we can all surmise by previous decisions about what it will amount to.

I note with great pleasure that our men are paying up splendidly, and I hope you will continue to do this, for in no other way will we ever be able to retain what we now have or anything in proportion. By paying up promptly and remaining together, we can withstand all the knocks and decisions they may wish to throw our way. It might be a fight for your life in the future, for we need not look forward to favorable decisions from

the Railroad Labor Board. That has been one of our greatest hold backs in the past. We have been too weak. Our men do not take the interest in their organization that they should. To secure anything in the future we must have a solid membership and co-operation from all hands. Do not be afraid to speak up for your rights, fight for justice, and in the end you shall win. Let me ask this much in the future when you are called upon to vote on anything that may come up, no matter how small, vote promptly and don't lay your ballot aside and wait till tomorrow, for that day never comes in a matter of this kind. How can you expect your officers to protect your interest when you keep their hands tied by not voting? Please vote and do it the day you receive ballot. I note with pleasure the interest that is being taken in future elections. This is indeed cheering and may it continue, but we must not forget that even though electing our friends they cannot give us everything. It is up to us to do our part and only expect of them a fair deal, which we have failed to get in the past. Give the ~~rows~~ no rest until they line up for we have carried their burden long enough; it's time to draw the line. If things are not being run to suit you, kick until they are corrected; that is your privilege as a member of the organization. Do not handle any grievances over the wire: use the U. S. mail, and don't be afraid to report a violation. If you fail to report one you are also guilty. If justice does not come promptly be patient; it will come in the end.

I do not think we will have many more local grievances on this division for awhile, but anybody is subject to making mistakes, so if you have one, don't fail to turn it in, and I assure you it will receive prompt attention. In future would thank you to kindly send me copies of your bids on all positions so that I may keep proper file.

In closing I would like to ask that you all take more interest in your organization and give it your full support. By so doing we will all get along better in the future. This applies to the system as well as to this division. It is to your interest as much as ours that you take an active part in the work of the organization. Put petty differences aside and line up with your fellowman for the hard days are not yet over. You may wonder why I have come out with this write up. Sufficient to say I have good reasons, and may I retain your co-operation in the future as I have in the past, thereby we shall accomplish something in the future. Thank you.

J. M. RICHARDSON, L. C.

C. and E. I. R. R., Div. 34.

Chicago Division—

Our General Chairman just recently received a transcript of the articles in our

schedule on which the committee and management have agreed, the other articles having to be referred to the Railroad Labor Board for decision or interpretation as the case may be. When they can jointly meet with the board is not known, but if it is not within a short time, a circular letter will be put out to the membership, giving a brief outline of the changes. We have gone longer than usual without having a meeting and some of the members are inclined to discredit the actions of the committee, but you can rest assured they have been active and we shall soon hear of the fruits of their activity. There is to be two meetings before this article will appear. One at Danville and the other at Terre Haute, and it is hoped and expected the turn out will justify the calling of same. I am quoting below part of the changes in schedule.

Where two or more than three shifts are worked the hours for the beginning shall be fixed by the superintendent, provided that where two shifts are worked and the agent works one shift as agent-telegrapher, the time for the agent-telegrapher to begin work shall be between six and ten a. m.; the assistant agent or operator or the operator-clerk where two shifts are worked may be assigned to begin work at any hour to be designated by the superintendent in order to reasonably cover the required spread of trains at that section. Where three shifts are worked the first shift shall commence between seven and eight a. m. Regular assignments shall have a fixed starting time and the regular starting time shall not be changed without at least thirty-six (36) hours' notice to the employees affected.

Where two or more telegraphers are affected by a reduction in force, the junior of such telegraphers shall be the first to assert his seniority on his division over the telegraphers junior to him. Telegraphers displaced under this article on making written application within five days after displacement, may displace the youngest regularly assigned telegrapher on the division if his seniority will permit and if competent to handle such position, or go on the extra list. This will also apply to telegraphers employed at stations when a telegraph office is discontinued. Under this rule, when a telegrapher makes application to displace a junior telegrapher, he must take the position within ten (10) days after the date of his application or go on the extra list. The displacement will not be effective until the applicant assumes duty or begins work in such position; provided, in cases of sickness or personal injury leave of absence may be granted as provided in Article 24 (a) and the man who is displaced may remain in the position until the applicant begins work. When a position or trick that has been discontinued is re-established, the rate shall be applied the same as if the position had not been dis-

continued. When a reduction in force is to be made, advance notice will be given to the telegrapher in the assignment that it is to be discontinued and not less than thirty-six (36) hours advance notice will be given when possible to do so.

Telegraphers on the extra list on any division who desire to be considered for transfer to service on another division, may make written application to the chief train dispatcher of their home division. When additional extra telegraphers are required on any division, those who have made such application will, if competent, be given preference in the order of their seniority over non-employees. Telegraphers who transfer from one to another division under this rule will retain and continue to accumulate seniority on home division with privilege, on written request, to return to home division within twelve consecutive months from date he transferred; provided, if such telegrapher is assigned to a regular position within the twelve months on the division to which he transferred, he will lose right and seniority on former division and acquire seniority on the new division as of the date he first transferred. Transfers from one to another division under this rule shall be without expense to the railway.

Telegraphers who have been in the service of the company one year or more may be given a leave of absence for not to exceed six months, and at the end of that time, or before, if desired, upon written application to the proper official, may return to their position without losing seniority, provided no more than one such leave (other than short vacation) shall be allowed in any period of twelve months consecutively. In case of sickness or personal injury, leave may be extended upon application through the local chairman. P. E. HAMPTON.

C. R. I. and P. Ry., Div. 35.

Colorado Division—

Bro. McLean will probably spend the remainder of the summer as dispatcher. We enjoy working with our dispatchers as they are all men from the line and know how to appreciate our troubles as well as their own.

Bro. Widmoyer contributed \$1 toward floral fund, raising that sum to about \$15. Thank you, brother, for this contribution.

At the meeting held in Goodland and Limon, May 7th, Bros. Kay and Dunnam were both present, and as these boys have to keep up to the minute on industrial conditions, you who did not attend don't know what an ear full you missed by not getting in on their valuable information. Guess we will have to install wireless in the next meeting room so all you who have wireless sets can cut in and attend the meeting via wireless. Trust the next one will be better attended, especially if we are fortunate enough

in having Bros. Kay and Dunnam with us again.

Bro. Dunnam went over the division collecting dues and "drug" in practically all outstanding delinquents and *nons*. We wonder why they couldn't have thought of that without him having to remind them.

Speaking of labor in politics, you should take note of Limon. Bro. Osborne elected mayor; Roundhouse Foreman Ryan, trustee; Engine Foreman W. J. Wilson, trustee, and myself and Roundhouse Foreman Clyde on school board. Some of the sons of the sod are a bit peeved and have remarked that the first thing you know the Rock Island will be having one of their men run for the president of the U. S. A. But this achievement can be had at any other place if the workers will stick together as they did here.

J. G. OLSON, L. C.

Illinois Central R. R., Div. 36.

Illinois Division—

On Saturday night, April 22nd, we had one of the best meetings I ever attended. Seventh Vice-President Bro. Kipp and our old friend Bro. Shannon came down from Chicago and gave us a very instructive talk on the conditions of our Order and the proceedings before the Wage Board. Forty-five members were present. Most of them were old timers. This is a very good sign that the telegraphers are not satisfied with their conditions as they exist at present.

On Monday, April 24th, I attended the hearings before the Railroad Labor Board in company with Bro. Shannon. To say that President Manion and the General Chairmen, who testified, put up a good case is putting it mildly. Whether any good comes from it from the board remains to be seen.

No doubt by this time the brothers on whom the split trick rule was applied have had time to decide how they like it. I know that it did not set very well with Bros. Harper at Thawville, Welpert at Peotone, Andrews at Humbolt, and myself at Roberts. However, we are thankful to the division officials for putting us back on straight time at these stations. There may be others but I have not heard of them. I hope every brother will send in his questionnaire promptly to Bro. Mulhall in regard to the split trick at your station. Bear in mind when you are on duty: Stay at the office and give the company good service. When you are off duty, stay away. If the public stands for it we will have to unless we can get your hours changed by taking it up with the proper officials. As the Order understands the split trick rule it was to apply at stations where there was no work to be performed for an hour or more. The carriers have been applying it to any station they saw fit in so doing they could eliminate overtime for meeting early and late local passenger trains. This was done by splitting the agents' hours

and putting a helper on while the agent was off duty. Said helper was to serve the public in the agent's stead and, of course, at a much lower rate of pay, not to say anything of what his qualifications were to perform the agent's duty. Rest assured the Order is going to take this split trick rule up with the management for an understanding. Failing to secure it we can ask for an interpretation by the board.

Boys, watch for violations of the six months' clause in our schedule. There are times when an extension of the six months is justifiable and worthy and times when it is nothing but sharp practice. We have a case of the latter kind up with the superintendent now. I wish to call your attention to some of the overtime rules in our new schedule. You still get time and one-half for the meal hour if missed. There was no dispute on this rule and the old rule still stands. Any time worked outside of your twelve-hour spread is at time and one-half even though it may be the ninth hour, still it is outside your twelve-hour spread and time and one-half applies. The pro rata rate applies to the ninth hour within your twelve-hour spread but not outside of it.

We still have our old reliable *nons* with us. We have four or five on this division who have enough nerve in this respect that I really believe they will try and mooch by St. Peter at the Gate on Judgment Day. We also have several delinquents with excuses ranging from being in debt account of buying a Ford to supporting a new set of twins. From my personal knowledge there is just one man on the division entitled to sympathy and whose dues should be waived for the present. The rest either should pay or get a good dose of *No cards, no favors* from now on. These fellows have money for everything but the thing that protects their bread, butter and home. If any of you brothers have a *non* in your office or vicinity, mail him your copy of *Labor* each week after you are through with it and also your TELEGRAPHER. His mind may be warped from reading the *Kept Press* from day to day. Keep everlastingly after him and don't give up till this division is 100 per cent. Some of you ask what put the engineers and conductors where they are today. Well, it was not a bunch of *nons*.

Have you agents ordered your new station caps yet. Did you find the union label in them? Boys, by the time this is published the dues period will be with us again? Remit your dues promptly to Bro. Shannon and your M. B. D. dues to Bro. Ross and save Bro. Shannon and myself a lot of work writing you. Bear in mind there is a lot of work connected with the Local Chairmanship, which is all done free gratis and one of the best ways to lighten my work is to remit your dues promptly.

W. E. PENDERGAST, L. C.

C. B. and Q. R. R., Div. 37.**Casper Division—**

A few grievances have been filed with the Local Chairman recently, some of which have not been handled on account of lack of proper information to support them. You can't expect him to fight your case unless you produce some kind of evidence and then stick with it, and the more specific you are in your assertions the more successfully your case can be handled. When some rule is being violated, keep a complete record and send it to the Local Chairman. Occasionally some one sees that he is being handed a rotten deal, writes it up and then when the water gets a little hot, he wades out, leaving the chairman to fight it out without any aid. The O. R. T. is glad to handle a worthy grievance—that's its purpose—and our Local Chairman is here to start the ball rolling, but they need your support and it is very disappointing to see some fellow get cold feet and quit just because he got a hot letter from an official.

Practically all our delinquent members have paid up before now and I hope those who do not hold annual cards will make prompt payment of dues for the next term to avoid becoming delinquent. Delinquency is the first stage of non-membership and the only remedy is that card every operator should carry. Read the TELEGRAPHER and take an interest in what is being done and I'm sure you will appreciate the O. R. T. If you have a non in your office, keep after him. His own poor excuses will convince him that he's in the wrong. CERT. 2752.

Chesapeake and Ohio Ry., Div. 40.**Chicago District—**

The General Committee is as much interested in getting dues down to the pre-war basis as you are. If this district is forced to carry as many non-members as have been carried heretofore, it will be *impossible* to reduce divisional dues.

The situation is, that there is a fixed expense to meet each month, and often some extras. The money with which to meet expenses comes from the membership. The fewer the members the larger the dues are that are expected from each one.

You are asked to co-operate and get these non-members promptly initiated into the Order. There is positively no argument against the Order for any of them. It all depends upon what they expect. You will find that some expect something for nothing, anyway.

You positively are carrying an extra burden on your own shoulders when you make no effort to help keep the division strongly organized, for it takes money to keep the movement going, and the fewer the sources the larger the individual assessments.

Ten new members were initiated into Divi-

sion 40, Chicago district, during April, and there is still room for improvement.

The towermen are 100 per cent O. R. T. on this district. The agents, 90; operators, 88; dispatchers, 65. Take a tip and see if you are working with a non, or a member.

Don't encourage a NON to remain so. Trot out the old slogan, *No card, no favors*, and keep that non from causing you to pay higher dues just because you are right at heart.

There has been more or less of an attempt on the part of the railroad managements to break up unions. They should really favor them—better employes—better roads.

Years ago, men who were employed on the railroads of the country weren't very well thought of by the public. That is, railroad men weren't well thought of in their home community. They were a rough lot; had jobs they didn't care anything about because of low pay, long hours, and railroad men at that time were careless—and they could pick up a job anywhere, anytime—they were always on the move. Then came seniority, shorter hours, better pay, recognized unions, vacations, passes, and various other union gotten things that made the railroad jobs worth while. Men began to stick in order to accumulate seniority, and it got so that a job couldn't be had anywhere one happened to be, because men were sticking to their jobs and those who were of the boomer type began to take notice and soon settled down to make careful, faithful, intelligent employes. Things had changed, jobs were worth sticking to. Today we find railroad men well thought of in their home communities and it is because they advanced themselves by organizing and making work and life worth while.

I've heard railroad officials complain of having to promote a senior man when they felt that a younger employe was more capable of holding the position, but I've noticed that the senior men who have been promoted have made good in as many instances as have *hand picked* men. The older man has earned his promotion, and if he makes good he is certainly more entitled to the place than some man is who has less seniority and maybe no more ability. We have with us on this line a few "young heads" who feel that they should be promoted right away regardless of men who are older in the service, but take it a few years later and you will find these same men talking seniority, because they will have some then.

Some of the members don't take the organization a bit more serious than to the extent that it will put them on the good side of so and so if they have a card, etc., etc. You can tell that is their attitude from the way dues come in. Some wait until asked a third or fourth time before they pay their semi-annual dues. You are asked to attend to that very thing upon receipt of

this issue of the TELEGRAPHER. Your dues are due, and you are asked to show your appreciation of your union by sending in your dues to December 31st at once. This doesn't apply to Bros. Humerickhouse, Hoover, or Wissel—they attended to their dues for a whole year in advance.

We have a few *non*s left who are eligible for membership and I want you to use your good influence in getting their memberships. The lack of money is the most lame excuse to be offered, while some are, no doubt, hard pressed. *Where there is a will there is a way*, and it depends upon how sincere these men are in their "favorable talk" whether they do become members or not.

Summary: *Pay your dues now* and get a new member. F. M. PROPLES, L. C.

Pittsburg, Pa., Div. 52.

As it is hard to get any news from anyone, I am undertaking to write a little myself, and if it gets by the blue pencil you may see it in print. If not, you won't miss much.

Last few meetings have been better attended than usual. But we have lots of room for improvement, the only faithful from the east end being J. D. O'Connor, who is always among those present. There are quite a few brothers on the east end who could attend without any trouble.

We would like to see the brothers both on the east end and on the west end attend more regular and take part in the meetings. There are some brothers I have heard knocking the Order and the way things are run. But these same brothers are never present. If you have anything to suggest that will be of interest to the Order, come to the meetings and you have the same chance as anyone else.

Our members on the road should take an example from Brother Pence of Braddock, who has been a member for nearly 25 years but has not done any telegraphing for a good many years. He attends most every meeting and takes an interest in the Order at all times. If you can't come to the meetings and boost, don't knock.

We still have a few delinquents and some that are working every day. These brothers should pay up. It is not any harder to pay one time than another, and every brother should take an interest and keep the organization 100 per cent at all times.

Bro. Bawman, first "SD" tower, is getting quite popular at West Pittsburgh and I understand the people there are pushing him forward as the Republican candidate for Mayor. And we think he would be just the man for the job.

All brothers who are delinquent should pay up at once, as we expect our committee to be called in soon, and they should be able to represent every man on the road.

All members will please take note that meeting nights have been changed to one a month, which will be the second Saturday of each month at 8:30 p. m., 233 Fifth Ave., Roberts Building, Pittsburgh, Pa.

All first and third trick men should be able to attend a meeting once a month. Take an interest in the division. Come in and help run the division the way you would like to see it run and not tell outsiders on the road how it ought to be run.

Division 52 has formed a club of 50 members to subscribe for *Labor*, the only newspaper that will tell the working man what is going on in Washington. All railroad men should get this paper and keep posted. The Secretary-Treasurer has sent a list of 50 names in for this paper and any brothers receiving this paper will know where it comes from and should send 50 cents to the Secretary-Treasurer to reimburse the division for this amount.

You will note by the brief mailed you by Brother T. H. Alexander that we are putting up a good case before the U. S. Labor Board. And every brother should do his bit by paying his dues promptly. CHAS. 59.

Southern Pacific Lines West, Div. 53.

Los Angeles Division—

If a *non* needs a more worthy excuse for remaining a *non*, he need not despair, nor be sorely perplexed. He can in all honesty say "My head, my head, she has a great weakness," and that's about all there is to it.

The United Theatres Co. have salesmen in the field endeavoring to promote their business, but their printed matter bears the imprint of a non-union shop. If the U. T. Co. desires to enroll union men as shareholders they had better arrive with untarnished literature.

Helen Keller says: "If the workers would only use their minds a little instead of letting others do their thinking for them, they would see quickly through the flimsy arguments of the newspapers they read." This is the reason that to many *Labor* is proving itself a weekly treasure. It does not attempt to do their thinking for them, but indites simple facts, knowing that truth will thereafter perform its measure of emancipation.

St. L. & S. F. Railway causes all girl employees to give up their positions upon becoming married. Eventually a married woman will be of value only as a wife.

Several hundred young men, because of their hard-working and industrious habits, together with their Dads' pull with their respective Senators and Congressmen are enrolled as cadets at the Annapolis Military Academy learning to be admirals, and the like, but their visions of battleships and great naval victories are fading out, because of the recently proposed limitation of armament. What right have the people of

the world to stir up so much peace just as these young men (socially prominent at home) have about qualified for an easy job at a living wage—plus several thousand per year?

Meeting held in Labor Temple, Los Angeles, Saturday, April 22d, met with a generous attendance and reports at hand convey the assurance that it was an entire success. Local Chairman Bro. J. G. Castleberry presided and spoke convincingly on several matters of interest to the entire membership, and in his brief talks he left no doubt in any mind as to his ability to draw clearly to the attention of a listener any point that he felt inclined to present.

Bro. R. W. Keyes reviewed the benefits derived from our Order as compared with the small sum of dues assessed. He set forth in all clearness the fact that our present wage approximates almost seven times that received twenty-five years ago, and more than double that received fifteen years back. He drew attention to the effort and responsibility assumed by our Local Chairman; the actual work contingent on such a position, all of which is faithfully and cheerfully given without compensation, other than the request that each member stand by his trust in remitting dues promptly and in seeking a constant enforcement of schedule provisions. Bro. Keyes then cited the need by the division of a typewriter. A nucleus for this fund was then and there established.

Others then gave brief remarks, all of which found favor among those present.

The very fact that our present political parties come and go periodically ought to convince us that as between the two Big Business has no choice. They are, as Parley Christensen would say, "The right and left wing of the same bird of prey."

E. L. BURROUGHS.

Northern Pacific Ry., Div. 54.

Montana Division—

I want to thank the membership of the Montana Division for the support they gave to the Flower Fund during December, January and February after my appeal to support this fund, which was nearly exhausted. It is again in fairly good shape, but there are quite a number who paid no attention to the appeal. It is only 10 cents a month. Will not the rest of you make a remittance to Sister Eva Crawford, our secretary, Box 374, Laurel, Mont.?

I forgot to call your attention to the fact that there was no union label printed on our seniority list for this year, which we got out in January, due to the fact that the foreman of the job office at Livingston forgot to put it on, and this fact caused me several inquiries as to the matter. This is to inform you all that the job was done by a union shop O. K.

You will recall that the chief dispatcher

put out a circular addressed to all agents and operators Montana Division, April 6th, in which about one-third of the positions on our division were designated as "male positions" only. As soon as it came out I took this matter up with the chief to have the circular recalled, and after a little correspondence with the chief and superintendent, I was successful in it being taken down. Each position will hereafter be bulletined after discussed as to whether it should be only a "male position" as between the chief and the Local Chairman and agreed upon as I understand it now, and this is as it should be, I think. I shall be pleased to have the membership write me at any time on this subject, giving me information as to why any position should only be made a "male position" or as to any criticism in regards to those positions which have already been assigned on bulletin as "male position only." The company hires both women and men operators and we do not want any discrimination as between them in assignment of positions, therefore it is proper that when any position should be assigned as a "male position only," it should be done after a conference between the chief dispatcher and the Local Chairman.

I want to call your attention to the fact that our division is in fine shape this year as to membership. Nearly every delinquent has paid up again, and we hold intact all our members of last year with the exception of a few who are working on the extra list and not making a living and have promised to come into the O. R. T. as soon as they can secure something like steady work. We are about 94 per cent organized. This is indeed gratifying to me as your Chairman. When I look back a few years ago at the condition of the membership at that time and see what a fine division we now have, I am sure that you are all pleased with the good work that has been accomplished by a number of our good scouts and the help of the Chairman, who is always looking after this part of the work. We need to be 100 per cent organized in such times as these, so help me to line up what few are still out of the fold.

Please correct your seniority lists again as follows, which will keep you up to date as to how it stands. Drop Nos. 28 and 99 from your list. Add Bro. S. L. Young to your list as No. 70 between Bro. H. E. Smith and Bro. H. M. Billings. Also add the following names to the list, which were suspended in January: Bro. E. F. Davis, Mr. J. S. Olin, Mr. Claude Unger, Mr. K. K. Harlan, Mr. J. F. Jones, Bro. V. N. Weber, Miss Lady B. Coffey, Mr. Fred Smith and Mr. Theo. Kartes.

L. C. CARLTON, L. C.

Minnesota Division—

I have felt for a long time that the Minnesota Division should have a Flower Fund

from which we could draw from in case of sickness and death among the fraternity and I wish someone on this division would volunteer to act as treasurer of this fund, preferably someone who is located at a point where flowers can be secured. Recently we had to take up a collection along the line for a funeral of our late deceased brother and only a few contributed, as it was an impossibility to reach all of you in so short a time, and I am sure you all want to be contributors in cases of this kind, so if we would all pledge ourselves to donate 50 cents per annum towards this Flower Fund, we would have an immediate asset to take care of funerals and sickness as well. In the meantime, I request that each member of the O. R. T. of this division mail me 50 cents to cover the amount for 1922, and after the treasurer is elected I will turn the fund over to him or her and I will request that flowers be sent to anyone of the members or their families in case of sickness or death.

I have a supply of 1922 seniority lists and anyone who has not received a copy will be furnished one upon request.

As you will note by the seniority list we still have a good many ~~now~~ on this division, and it is up to us all to get after them and keep up the drive if we are ever going to get anywhere near 100 per cent.

Don't let the other brother do it, but get after the ~~now~~ working next to you. It is part of your duty as a member to help organize and to keep organized. From the nice collection that was raised in behalf of our late Bro. Peter J. Lund and family, who were in want on account of his long illness, I feel that the fraternal spirit was shown in a very creditable way and that we have a good many real conscientious brothers on this division and the 100 per cent membership can be obtained by persistent work.

Mrs. Lund and family extend their kindest regard and love for the help and beautiful flowers that was given her during the sickness and death of her husband and father, Monday afternoon, May 8th, 1:30 p. m.

Bro. Lund was born at Flom, Minn., February 24, 1886, being at the time of his death thirty-six years of age. He was married June 24, 1908, to Alice Jane Turner of this place in the same church where the funeral services were conducted. He was an employe of the Northern Pacific for eighteen years, having worked up from the bottom and at various places on the main line as agent and agent-telegrapher, six years at Gary, two years at Hawley, and six years at Twin Valley, Minn.

L. W. SETTERHOLM, L. C.

Louisville and Nashville R. R., Div. 58. Nashville Division—

I have been informed by our Local Chairman that a few of the boys on this division

have not paid their dues, and their only excuse is "short on funds." What would have been their condition if there had been no organization on the L. & N., and the management had been successful in putting through the 50 per cent reduction in wages as proposed to our General Committee in 1921? I would also like to ask those who are not members of our craft if they are able to appreciate the efforts of the O. R. T., and do you realize that this organization, and it alone, is holding your wages to where they are in order that you may live decently? Have you forgotten the time the management came around with the little slip in 1921 and asked who you wanted to represent you? You signed for the O. R. T. to 100 per cent. Then why not get in line? It is the same organization now as then: why go back on your order? We should all be proud of our new agreement, in many ways I consider it better than the last one, although I am aware of the fact that it does not suit everybody, and I doubt if we ever will have one that will. However, we expect an improvement from time to time.

I want to impress upon the minds of those who handle the funds of the company the necessity of keeping your accounts in good shape, and to continue your efforts to improve the service as much as possible. Make a close study of our new agreement and live up to it; also when you see a violation of same it is your duty to report it to the proper official and your Local Chairman, keeping a copy of all correspondence. It is also important that the extra men keep a copy of all bids on positions in cases where senior employes are not assigned to the position you will have a copy of your bid to present to the Local Chairman. This will enable him to properly handle same.

Those who read *Labor* know that there is a concerted movement of employers of every kind all over the United States to put into operation what is known through the capitalist press as the "American plan," which is another name for the open shop, which in reality is a closed shop to those who carry a union card.

If some "low brow" should wish to underbid you on your job, he would get it. Seniority rights and collective bargaining would be unknown under this plan, the filing of grievances would also be a thing of the past. Mr. Non-Member, do you want this? If not, come on across; get in line; join the O. R. T. If you have no card you are assisting this plan.

The employers naturally want to get labor as cheap as possible in order that their dividends may be larger. The employes, the laborers, skilled and unskilled alike want a living wage, working conditions that will give us a little time for recreation of mind and body, the right to organize and to collectively

bargain. The fight is on. Sooner or later you will have to show your color. I would like to call attention to Rule 16's new agreement, which provides that all employes on one-man positions post notices in windows or doors when going off duty, showing where they can be found in case of emergency. Read what Bro. R. C. Bonnet had to say in write-up from Division 67, April TELEGRAPHER. I consider this a good piece of work, and I am sure Bro. B. knows what he is talking about.

I want to emphasize the importance of every member in the grand old State of Tennessee paying their poll tax and go to the polls and vote, and vote right. Intelligent political effort will bring about a reformation that is badly needed.

McKeller is our man for Senator. He is friendly to labor and we should remember that when we go to the polls. Vote for our friends and work against our enemies.

Don't forget their records in Congress.

R. H. B., CHAT. 54.

Henderson Division—

If it has not already done so the U. S. Railroad Labor Board will soon render its decision in regard to our wage question and whatever this decision may be we have grounds to believe that this will be the last cut in wages that will be asked for. I wish to call the attention of the membership to the fact that this reduction was presented to your committee on February 1st and they were asked to put it into effect on that date and even though we receive a reduction from the board you can readily see that your organization has been the means of you receiving this amount per month since February 1st.

Our division is not in as good condition as it has been, but we have two good reasons for it not being so. First, we had so many men out of work and, second, the great increase in business not only put the old men back but caused many to be hired from other roads. We, of course, have inherited several *nones*, a thing that is not welcome on this division. It is now dues-paying period and let all our members pay up at once and go after every office and get these new ones lined up. Most all of our extra men brought back have cards, but to be sure look into the situation at your own station and if they are not up to date, line them up. It is very important that every old member get to this work at once.

The new agreement will be printed and a copy furnished to all employes as well as copy of seniority roster, but you must make request to your superior officer. Therefore, if you desire copies, do not fail to request both. The seniority roster is due out July 1st and January 1st each year. The printed agreement is being held up pending decisions from Labor Board, but will be gotten out at

once on the receipt of these decisions, so don't overlook making request for both.

H. A. JONES, L. C.

S. and N. A. Division—

Nearly a year since we have seen anything from this division, in fact, aside from the few purely personal happenings very little of interest has taken place. We have all been anxious to get the new agreement settled so we could know where we stood, but having faith in Bro. Bryant, both as to his ability and honesty, there is a good reason to hope for an early smoothing out of the few wrinkles that remain.

You have all been furnished with a copy of that portion of the agreement put into effect April 14th by the Labor Board and have doubtless had sufficient time to analyze it, and while it is not all we asked, neither is it as bad as it could be and on the whole the agreed portions are fair.

It will be noted the following rules are still unagreed on:

Rules 2, 3, 8, 14, Section (e), while Section 47 (note) states that decision on rules submitted to the Labor Board will automatically become a part of this agreement.

It is to be hoped that by the time this appears in print the whole matter will be thoroughly settled.

You have doubtless read in the daily papers concerning the organization of the Brotherhood Co-Operative Bank in Birmingham, Ala., to be ready for business by January 1, 1923. We are wondering how long it will be until the O. R. T. builds its own bank. Also, would like to ask every brother how many subscriptions he has taken for *Labor*? And without being personal whether he reads it himself? Not long ago an operator was at my house when a farmer came by to get my paper, saying his had not yet arrived; he was leaving for the day and wanted to read *Labor* on the way. This man knew that when he read *Labor* he was getting the "dope," and it didn't have "poison ivy" in it either.

The moral in this paragraph is to see that your neighbor is reading *Labor*, and suggest that, above all, we make a special effort to go after the ministers of the Gospel, as we know no better way to test their religion than to get them to fighting Garryism.

Last year you will remember an effort was made to place a certain book on the market, not for advertising the book, as no profit was made of it, but merely to show the uninitiated how and why the daily press was able to hand it to them so easily. As in taking subscriptions for *Labor* the farmers were canvassed and about forty copies placed, then they subscribed for *Labor* and this year they are renewing. I received

twenty sample copies of *Labor* today for distribution.

Speaking of farmers, you are doubtless familiar with the old saw "that farmers won't organize." Today, May 13th, the Hanceville Strawberry Association, a Co-operative Incorporated union, has already marketed over \$75,000 worth of berries and more coming in. We also learn that the Burley Growers' Association of Kentucky have secured passage of laws enabling it to do business legally. All of which goes to prove that the farmer is no fool if he does wear overalls.

The most encouraging thing noticeable in the farmers' movement is the fact that the National Grange, a Wall Street worker and sympathizer, has lost some of its most trusty members. Reference is made to the recent organization in Washington, known as the Western Progressive State Grange. Mr. Brock, the President of the last-named order, having been expelled from the National Grange by Mr. Lowell, who, if my memory serves correctly, represented the agricultural interests in the Agricultural Conference, and incidentally sent out a statement to the effect that the Railroad wages were much too high and must be reduced at once. I am showing below a few lines from Mr. Brock's speech which aroused Mr. Lowell's ire:

"We are in much worse state than ever before in our history. The reign of greed and the subjection of the producer has been fastened up on the people with ironclad shackles, our state and Nation are in the grip of a "Dollar-O-crazy," more greedy, more relentless than any autocracy of modern or ancient history. Our shops and mines have been slave pens and shambles where more widows starve and more children drag out a miserable existence than ever did so in the slave marts of ancient Rome or Carthage."

It is easy to see why such expressions as the above do not meet the approval of "normalcy" advocates and open shoppers. But to get back to the main issue, and no fair-minded person will dispute this, we must advertise. You have seen how the Wall Street Lobby is peddling propaganda and unless we act now we are going to find out a day too late that printer's ink has beaten us.

In the May 16th issue of our paper, *Labor*, was announced the cut-rate subscription price of twenty-five cents for fourteen weeks, beginning August 1st and extending to November 1st. This is at the rate of \$1.00 per year and it would seem to be a good suggestion to have each member pledge himself to donate at least ten of these fourteen-week subscriptions to his most influential and liberal-minded friends. People are sore at us because they have been lied

to so much, they actually believe it, and if we are too lazy and indifferent to present our side of the question we have nobody to kick but ourselves.

In addition to *Labor*, there are several liberal papers, and the best of all these is the *Oklahoma Leader*, a daily Labor paper from Oklahoma City, Okla. Would be glad to see that the brothers read this sheet if able, as it is all right.

Next in importance, at the present, is the ballot and certificate No. 10 in the April TELEGRAPHER is correct in his slogan, "Let every member register and vote for those only whom he feels will give him a square deal."

B. SIMPSON.

A. T. and Sante Fe Ry., Div. 61.

Since moving our headquarters to this point we find we are able to get out on the line much more than formerly. By the time this reaches you a series of meetings will have been held on the Western, Gulf and a portion of the Eastern Lines. The balance of the Eastern Lines and the Coast Lines will come in for a series of meetings just as soon as matters can be arranged.

We like our new headquarters and believe we have made no mistake in selecting Newton for that purpose. We are at the gateway to the Gulf and Coast Lines and in the middle of our heaviest district, as regards employes and members.

Several of the Board rules which have been incorporated in our new schedule are at this writing still in dispute, but we hope will be cleared away by the time this reaches you. General Chairman Green is now in Chicago checking the wage scale of the new contract, and we hope that, too, will be in your hands within the next thirty days. We counsel patience, however, as both matters are being delayed by unavoidable reasons, the company being just as anxious to have the schedule printed and distributed, and have correct interpretations thereon, as we are. Keep close tab on apparent irregularities, that you may be in position to claim whatever may be due you should rulings be in our favor.

Dues slips for the last half of this year should now be in your hands, or will be in the course of a few days. Let us all try to see how few delinquents we can have when September first rolls around, the date the delinquent period sets in. It costs no more to remit promptly than it does after you become delinquent, and prompt payment of dues and assessments saves this and the General Chairman's office much needless correspondence and worry, and takes up time that we could well devote to looking after your interests out on the line. Let us have your co-operation to this end. We still have a few who have not paid dues for the first half of this year. It is hoped that

all such will remit for the entire year, at the time dues slips for the last half is received.

V. A. GENDRON, G. S. T.

Great Northern Ry., Div. 70.

Kaliappell Division—

The following additional donations have been made to the Brother June Subscrip. tion:

Brother Douglas, Fernie, B. C. \$ 5.00
 Brother Beaulaurier, Fernie, B. C. 5.00
 Brother Upham, Java. 10.00

These brothers advise that the list did not look well in print without their names inscribed thereon, and I think we all agree with them.

Any of the members on the west end that require the services of a representative may call on Brother Conley, who will be glad to render what assistance is necessary. I was unable to represent a Brother on the west end recently, owing to the fact that I did not get the notification in time, so next time some of you need a representative on short notice, call on Brother Conley.

P. A. IRVIN, Cert. 353.

M. and St. L. R. R., Div. 71.

At this time we are waiting for the decision of the United States Railroad Labor Board on our request for an equalization of our hourly rates of pay. We have made every effort that has been humanly possible to secure this leveling up of rates, as I believe you will agree after reading the submission which was sent over the line for your information, which was only a portion of what we had filed with the Board on this subject. We will in all probability soon know what that decision is going to be and in the meantime we will live in hopes that we will meet with a just and equitable adjustment.

I am aware that we have on our line as competent a bunch of Operators as can be found on any road in the country, but for the information of the younger men in the service and of any who might have fallen into the rut of *past practice*, I want to call your attention to the strict observance of all instructions contained in the Book of Rules and more especially to those covering the handling of train orders. Saving delay to a train is absolutely no excuse for violation of a rule, no matter how trivial the rule may appear to you, there being but one way to do a thing and that is the right way. The following are a few of the things that should receive close attention:

1. Drop your train order board the second that you receive the train order signal; do not clear a train by pulling in your train order board, use your clearance card, that is what it is for.

2. Do not repeat or give the X response to a train order for a train that has been

cleared or has passed your train order board until you have the signatures of the Conductor and Engineer.

3. Do not transmit a Conductor's name to the Dispatcher until he has first affixed his signature to the train order.

4. Have Conductors sign their names to 31 train orders addressed to them, allow no one else to do it for them.

5. Deliver all train orders personally to the Conductor of trains to whom addressed; do not permit anyone else to perform this important duty for you.

In the handling of grievance cases I feel it my duty to call attention to these very important rules pertaining to the handling of train orders and if at any time you are encouraged by anyone to violate one of these rules, please write me, advising the particulars, so that I may make an investigation.

A. L. GARDNER, G. C.

Chicago & Northwestern Ry., Div. 76.

Ashland Division—

A year ago the Railroad Labor Board issued Decision No. 147, which authorized a reduction of six cents per hour for us. President Manion, in conference with our General Chairmen in Chicago, voted that not later than September 1, 1921, the entire subject matter be referred to the membership, through our several General Committees for acceptance or rejection. The ballots were issued and we accepted the cut like lambs.

We are facing a like situation today and, after giving careful consideration to the matter, let there be no doubt as to what course to pursue to demand restoration and equalization of our wages. It is said the Board will make another wage decision effective July 1st for all railway employees except the Big 4 members.

Send your M. B. D. Assessment No. 150 to St. Louis at the same time you remit local dues to Brother Smart as you cannot get your card until both have been paid. The remittance slips are in your hands and so do not wait, because you may become delinquent, which generally means disaster to yourself and family in more ways than one. What Insurance Company will issue a \$1000 policy for \$22.70 that we enjoy, besides having a fraternity?

Our organization is fighting for our rights and we must stand solidly back of it and demand recognition. If we ever needed an organization, we need it now and perhaps more so in the near future, so we must ignore all propaganda appearing in the daily press and look to our representatives only for the true facts in connection with matters of interest to us. We have watched attempts to break up not only our organization, but others also. Remember the words, "They shall not pass."

Have you written a personal letter to each of the delinquents who are holding down a steady job? Perhaps a little encouragement and good cheer will brighten them and show that there is plenty of room always for staunch and true members that we want them to be. Just imagine yourself receiving one of the weekly letters that the *news* are getting, making you feel as an outcast unable to get your co-workers' good-will and assistance and also being despised as a parasite.

In regard to Rule 23 of our schedule, when filing applications for vacancies, make three copies, send two to Superintendent, who will return duplicate bearing acknowledgement of receipt, and triplicate to Local Chairman McDonough, who will see that the senior applicant is appointed and it will be proof that an application was sent if it is claimed that same was not received. Also give the commencing date of your seniority, for it lessens work for others, who may have more to do.

Following is the gist of a *Milwaukee Journal* editorial titled, *Radical Forces Are United*: "The conference for Progressive Political Action held in February at Chicago is working. In Oklahoma Socialists took part in a state meeting, in Wyoming the Non-partisan League and radical labor elements are working together, and similar movements are under way in various middle west states. At Cleveland the national convention of the Socialist party decided to permit their state organizations to co-operate with farmer and labor groups in political activities. Party or factional labels are not going to stand in the way of united support of candidates who recognize the working people."

The *Journal* plans to select candidates who will knock the so-called radical program by eliminating considerations of partisan politics to avoid defeat in a confusion of issues. It at least shows that advice is given politicians to mend their ways.

The voters of Indiana have repudiated Senator New, Harding's closest friend, which means that others who voted to seat Senator Newberry of Michigan will face defeat by disregarding the claims of the farmers and workers. Senator La Follette fought to oust Newberry for corrupt politics, while his colleague, Senator Lenroot, upheld Newberry and is aiding opponents to defeat La Follette.

September 5th is the date of the Wisconsin Primaries and our friend, La Follette, is being championed by the labor, farm and other independent organizations for re-election. At present, the "Wisconsin Loyalty League," organized last month at Madison and Milwaukee, is issuing pamphlets attacking La Follette on his war record, and charging him with having in-

curred the hostility of Taft, Hughes, Daugherty and Harding, and of various Bar Associations and Rotary Clubs, because he refused to vote for and support the late war. That is an inferior reason. Because of his persistent prosecution of Wall Street Capitalists and their cohorts in devious ways, especially by senatorial investigation of corruption in government affairs and violation of federal laws in commerce, they are willing to disgrace Wisconsin to end his career.

Senators La Follette and Kendrick uncovered the Wyoming Oil Scandal and an investigation is being made why Secretary Fall of the Interior Department leased the oil reserves which belongs to the people. Half a billion dollars worth of public property was given away to the Sinclair Oil Co., also in California fields.

The senate also passed another La Follette's resolution directing the Federal Trade Commission to investigate the proposed merger of seven large steel companies.

Have read Volumes III and V, *Railroad Revenues and Expenses*, containing hearings before the Committee on Interstate Commerce. It includes the testimony given by Wm. G. McAduo, Walker D. Hines, and Dr. Frank Warne in regard to government control and conditions of equipment and property, and working rules and wages of employees, also testimony of Bro. J. J. Dermody, fourth vice-president, who furnished the data in regard to our organization. La Follette, being a member of this committee, furnished these two volumes by request. It contains facts which the daily press kept out as obnoxious to the public, to keep them in the dark.

The present Washington administration does not care whether a worker and citizen dies in hunger, strife or misery, so long as the profiteers enjoy continual excessive prices. It is sticking to the 'Hands Off' policy, adopted in regard to the coal miners' strike, abetted by the mine owners who will increase the price of coal according to conditions of supply and demand. The shortage of coal in July and August will force the mine owners into negotiations to end the strike before the people lose their toleration for greed, by lessened production. The six-hour day and five-day week as the minimum time to be worked by miners will be a fact as well as a factor to end the strike then.

All members who receive *Labor* should help spread the Gospel among the farmers and townfolk, to let them know the truth about labor's side in disputes by soliciting or donating 25 cents for each person who will receive 14 copies of *Labor*, commencing August fifth. It will publish the real issues involved in the forthcoming political campaigns and what candidates favor the workers in every state election.

You night owls ought to keep awake by discussing politics, our schedule and this write-up. If you can aid me in any way to better it, I sure will appreciate receiving helpful notes and memos of facts that aid us. Ask one another if each is reading all the articles and write-ups in our journal. This being my fourth contribution this year, I am willing to hear from all of you whether they are worth while, as it takes me two weeks to write one. Let yours reach me by the 16th sure.

There is a period of calm after every storm, so keep up the bombardment on the enemy who eventually will capitulate, but not until we weaken his defenses. A. S.

Pittsburg and Shawmut R. R., Div. 87.

Account continued sickness of Bro. A. E. McCullough, he has resigned the office of General Secretary and Treasurer of Division 78.

I have appointed Bro. H. C. Stahlman to act as General Secretary and Treasurer, until an election can be held and the office filled.

Until such time as the position of General Secretary and Treasurer is filled in the regular manner as is called for in our Constitution, please mail your Order dues to Bro. H. C. Stahlman, Seminole, Pa., and your M. B. D. dues to Bro. L. J. Ross, Grand Secretary and Treasurer, St. Louis, Mo.

The little contribution made by employees on this division towards Bro. McCullough, was very gratifying, and I assure you all that they were appreciated by Bro. McCullough.

Mr. Reed, our supervising agent, and the writer, presented the money to Bro. McCullough on the eve of his going to Kane, and to say that he was surprised would be putting it very mild. There was a total of \$235.75 subscribed, and I understand that the company did not forget Bro. McCullough.

Bro. McCullough and family wish to express their appreciation and thankfulness to all who subscribed.

I feel that Division 87 has lost a very good worker in the resignation of Bro. McCullough, I hope that you will all help our new General Secretary and Treasurer by paying your dues promptly when notices are sent out.

A. U. HOWARD, G. C.

Texas and Pacific Ry., Div. 88.

Rio Grande Division—

Bro. T. J. Boyd has been appointed General Chariman with office at Dallas, Texas; vice J. P. Abney resigned.

Business of any nature will be handled through his office at 2111 Browder street, Dallas, until further instructed.

Account of heavy rains covering the en-

tire system, all positions from Midland, west and including Van Horn, were abolished for a period of four days, excepting Agent, and most, if not all, of the boys have asked their General Chairman to see that we were paid for those days off. Of course, when your claim for the time was sent in, we expected nothing from the management but to turn it down flat. After the claims had been turned down, we mailed them to Bro. Boyd for collection. Here's hoping the management sees fit to reimburse us for the time lost, which, as far as I can see, we were unable to prevent.

There is nothing that will be of more benefit to us than to keep our membership 100 per cent, as this happens to be the month for us to renew our Cards and M. B. D. dues; let's all get in line for that point of 100 per cent membership.

Another question that comes to my attention is why more of the membership do not subscribe for *Labor*, this is the only paper printed in the United States that is controlled by the laboring people, and that is fighting your case out in Washington. Of course, there are many other papers, but who's case do they look after? I'll assure you that it is not yours. In remitting for your Card, why not add the small sum of \$1.50 to the amount with instructions to your General Secretary and Treasurer to forward you the laboring-man's paper for a year. The coming issues will be of vital importance to you, starting with the next week's paper you will see who is who in Washington, and if he is not your friend, then it's up to you to do the rest. *Labor* is the only paper that is putting out this information, and there will be absolutely no chance of you missing a copy, not only that, but give your copy to some outsider to glance over, try to induce him to subscribe. Surely if he's a friend of yours he will come across with the amount to cover a year's subscription.

Members of this division who feel like they want the good work of the Division Flower Fund to keep on moving, may remit such as they see fit to be placed to the credit of the fund. I will issue you a receipt for the amount and exercise every effort to see that you get the benefit of your donation. Don't think for a moment that this is not for your own special benefit; it is yours and you will be doing yourself, as well as the membership, a great injustice by not notifying me, or some other who may have charge of this money, that some member or a relative of a member has passed away. That is the sole reason for this fund.

Address Bro. Geo. Ramsey, Odessa, Texas, who is a live wire of the fund, for any information pertaining to the financial condition, as we will make deposits in the First State Bank, that place. Bro. Ramsey will act as Treasurer for us and, being cen-

trally located on the division, we can expect best of service on his part, as he is the man with the goods.

We are not accustomed to charging for information that is in any way with regard to any part of the O. R. T. or Flower Fund, so all it will cost you is a postage stamp, time consumed while you are stooping over the old mill, that is, providing you do not understand our plans as to what we are driving at with regard to the Flower Fund.

You have, no doubt, received your M. B. D. assessment slip by this issue of the TELEGRAPHER, so it's going to be up to you as I have already stated. J. B. JARRELL.

T. St. L. & W. Ry., Div. 93.

"Good morning, have you read *Laborer*?" If not get in your subscription via the next mail to either the General or Local Chairman, one dollar and a half for one year.

It has been some time, since Division 93 has been represented in the columns of the TELEGRAPHER, mostly for the reason that we have not had a correspondent. General Chairman Walters has appointed me Division Correspondent and with a little co-operation from the members of this division, we will try to be represented every month, so let's get together and put Division 93 on the map, and let 'em know we are not asleep at the Switch and who's who.

It seems as though this would be a good time to call your attention again to the circular letter that was sent out by General Chairman Walters recently. Would suggest that you turn to page 376 of the April TELEGRAPHER and read what our brother of Division No. 57 says. The second, third, and fourth paragraphs of the second column are the ones referred to. A word to the wise is sufficient.

It is my understanding that the officers of this division and the management of the "Clover Leaf" are to hold a meeting very soon, for the purpose of deciding on a new schedule. It is hoped that those who had suggestions for a better schedule, forwarded them to General Chairman Walters, for it is you that the schedule is for, and your welfare and your suggestions are a great help to Bro. Walters.

On account of it being so close to the time for all correspondence to be in the editor's office, was unable to secure much news for this number, so those of you who are desirous of seeing this division represented each month please send in all fraternal news, also items for the personal mention column to the writer in care of the General or Local Chairman at Wingate or Marion.

Now, let's go and be represented every month. In sending in fraternal items, please be governed by editor's instructions at the head of fraternal column. Yours for an enthusiastic division. CERT. 153.

Chicago Great Northwestern R. R., Div. 96.

Bro. G. P. Casey, 213½ North Federal street, Mason City, Iowa, has been appointed Acting Local Chairman for the Western Division, Vice Bro. L. B. Anderson, resigned. A. L. COLEMAN, G. C.

Western Division—

Monthly meetings are being held by the Mason City O. R. T. Club with a good attendance from all lines but the C. G. W. Boys, you are losers by not getting out to these meetings. Expect to have some of the Grand Division officers with us for the next meeting, the last of the month, also for the June meeting. Plans are being made for a big picnic at Clear Lake during the summer. Will let you all know in time when meetings are to be, and ask that each one possible get out. We arrange the meetings for forenoon and afternoon so as to afford everyone an opportunity to attend.

It is now Bros. Peterson and Showers at Clear Lake Junction, and Bro. Collier at Hampton.

Those who have not sent in their fifty cents to Bro. Lynch at Laneboro for the Flower Fund, are requested to do so at once. Let us keep this fund up where it should be. Want to get out a report on this fund as soon as possible, but would like to see all remittances in before make the report. Please take care of it at once.

When bidding on a position be sure to send the Local Chairman a copy of your bid.

GEO P. CASEY, A. L. C.

M. St. P. and S. Ste. M. Ry., Div. 119.

Wisconsin and Penn Division—

As I have just finished covering the W. & P. Division endeavoring to organize the remaining few *nones*, and delinquents, decided would inform you as to what was accomplished. I have during that time and since then received application from one man, who is a new man on the road, have also been advised that several of the delinquents have made remittances of their dues. There are three left, and steps will be taken at once to get in touch with them requesting to remit soon as possible.

The *non* proposition is not as bad as it may be, however there are still four of them, two have requested application blanks, one is undecided, and the other, well, I did not waste any time on the "party," considered we could get along without him.

For the benefit of the delinquents, I desire to say that it is very important that you keep your dues paid up, it not only adds a great amount of unnecessary work to accounting departments, and may at some time put you in a very bad position with the M. B. D. department, which none of us can afford to overlook, considering the

amount required to maintain this insurance.

General Chairman Bro. Lewis called an open meeting, which was held in the Richmond Halls, Minneapolis, Sunday, May 14th. Bro. Cram of Marine, Chairman; Bro. Frost, member of the Reduced Committee, Secretary. General Chairman Lewis explained the rules as handed down by the U. S. Railroad Labor Board to the members present at the meeting. This proved to be of great interest, especially the intermittent service rule. This rule directly affecting approximately seventy-five per cent of the positions on the Soo Line. Bro. Lewis stated that the management conceded the point is, only one split trick in a twelve-hour period, this to include the meal hour. The management would not set a definite starting time, consequently at stations where only one man is employed and where intermittent service is established, or hours assigned through this rule, the starting time may be any hour within the twenty-four-hour period.

After this rule had been explained and discussed, the General Chairman read a letter signed by several members, which had been mailed me prior to the meeting, to be presented at the meeting. Same dealt with part of Art. III, Sec. 8, as to telegraphers being absent from their assigned positions, to do relief work on positions shown in Art. XX of our present schedule. The signers of this letter contended, as did a few of the members present, that any new positions opened, or positions pending, bulletin should rightfully belong to extra men.

Instead of assigned agents and operators doing relief work, agents or operators becoming dissatisfied with their positions secured have the privilege of applying on other positions. This may be agreeable in some instances, but may not meet with the approval of some of the others interested. The General Chairman contended that all regularly assigned men could write to their Superintendent advising that they would be ready to accept a temporary vacancy or relief work for which they were qualified.

A further rule will be incorporated in the schedule whereby an extra man has the privilege of displacing another extra man, who has less seniority than the incumbent, if such a vacancy is in excess of thirty days.

Another incorporation to the schedule dealing with telegraphers who have attained five years' seniority, may accept a position in any other department of the company and retain seniority as telegrapher, who may some time after desire to again return to the telegraph service would retain the five years' seniority, added to the time which was served in any other department of the company, must go on the extra list and make application on any position which may be bulletined. The above were points

of importance which generally effect the members, it was an important meeting and one well worth attending. It was finally decided that another meeting would be held sometime during the following month.

One feature, and much to be regretted, was that several of the members from this division saw fit to absent themselves from the meeting after having made the trip to the city. A meeting such as this one, of importance to all members, should have been attended by all who could have possibly been there. In addition to notices being mailed by General Chairman Lewis, I took it on myself requesting you to endeavor to be there, where the business would permit you to be absent from your duties. Brothers, in future make it a point to be at these meetings, they are being held for your special benefit, and you cannot expect to learn what is being done in our crafts unless you are present. It will in addition to this encourage those of us who are attempting to do something for you.

A. V. SEIFERT, L. C.

Lehigh Valley R. R., Div. 124.

New York Division—

This local has progressed fine since its adoption on L. V. R. R. We have nearly all our men in the union, but not in the lodge. Some are dragging back, waiting on the Labor Board's decision. I wish to say to all brother members, all workingmen throughout this division, that we must stand together, or we will be overcome by capitalists. The railroads would like to break up the unions, so they could cut our pay in half, if we let them alone, and do not check them, they will keep us in poverty so it will be impossible to give our families a pleasant look when we come in from work.

Now, brothers, don't get discouraged over the fact that our wages were cut, but let us all work together for a strong union. Our Grand Lodge Officers will do their best, but we must support them by boosting the organization. We must keep our dues paid up, our lodge needs our moral, mental, physical and financial support, in making it 100 per cent effective. You will find yourself amply repaid for every moment of time, very cent of money expended.

Brothers, the unions are today at the cross roads of their final destination, and is an individual matter with which we are all concerned, so let's put forth every effort and wage a stiff fight. We workers are constantly worried by the high rents, high cost of bacon, beans. Everything is too high except wages, they are the first to fall, and last to rise.

The capitalists are worried also, they are worried by the way the workers are learning to think and act for themselves, worried by the growing unions, growing solidarity

of workers in thought and action. For capitalists wages are too high, cost of bacon and beans too cheap. So they plan a wage cut. When this happens capitalists are of the opinion that might makes right. If the workers would win they must have might on their side. They can, if they will, for united action on the part of the workers is the greatest might in the world. And see that no men are put in office, who are not friends of labor.

Next time you go to the ballot box do your duty, vote for those who will help the workingman. Until we do this, we will have to put up with the decision of the Labor Board.

Capital is organized to the limit; when you press them too hard you hurt their feelings and they retaliate as they see fit.

Brothers, when you get ready to trust your leaders in the union and find out who is your friend and who is not your friend in the national and state politics,

then you will be near the day of emancipation. Let us make our Order what it should be, then we can have hope. It is not the union that makes us, but we are the ones that make the unions. Keep that in mind. Words will not get us anywhere, it takes action and plenty of it. We have been listening to different ones going around the country, we are wearing patches on our pants, we will continue to do so if we don't get out of the old bus into the new band wagon and start tooting our own horns. You who are not members of the O. R. T. and get in trouble with the management, will have to tread their wine-press alone. We have no authority to handle your grievances, you might just as well kiss yourself good-bye, as far as organization is concerned. We have no right to deal with you. You had better get busy today and become a member, so that you will be in the safety zone. CERT. No. 907.

In the Good Old Summer Time

It's beastly hard to think of rhymes
 When the sun is shining hot,
 For I have to work and toil and sweat
 And race with neighbors neck and neck
 Till I almost break my back.
 I toil from early morn till night
 Preparing soil for wasting seed
 And never have an hour of ease
 In raking trash and burning brush,
 Of pulling cows and nursing calves,
 Of running errands to and fro
 When my poor feet are aching so,
 As the corns on them always grow.
 They need no rain or hoe or rake,
 Seem never ready to forsake,
 But rather on the other hand
 Are always ready to expand
 And grow like rag weeds on the land.
 But I know all folks have their troubles
 And our airships break like bubbles,
 So it's no use of ranting here,
 The thing we wish to send is cheer.
 We'll send a message that will bring
 A tune that we all love to sing,
 Of higher pork and corn and beef,
 And cheaper gas which brings relief.
 Of joy rides in our limousines,
 To picture shows and soda fountains,
 That cool us off like rocky mountains,
 But we'll all come back to earth once more,
 We find we'er busted, and start all o'er.

F. W. TUEBNER.

Hamilton Watch

"The Railroad Timekeeper of America"

Long Term Watch Insurance

It is policy to buy a good watch.

The Railroad man who buys a Hamilton is insured against inaccurate time. He buys a watch that has to its credit the record of wonderful service under hard usage—a watch that will tell true time year after year.

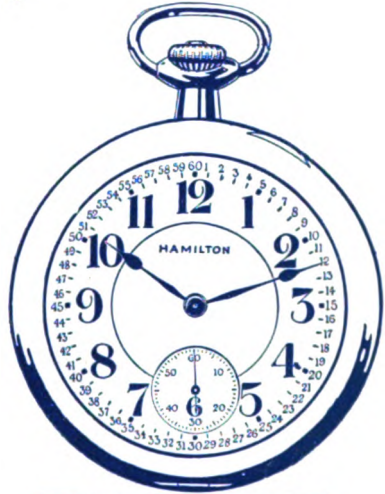
The Hamilton Watch is preeminently the watch of successful Railroad men. They lean heavily on their timepieces and must have a watch sturdy enough to bear the responsibility imposed upon it.

We suggest the No. 992 Hamilton, 16-size, 21 Jewels, for the most exacting Railroad service.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up.

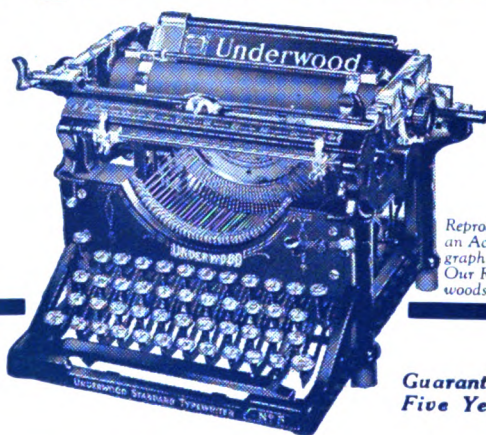
Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.



Conductor J. County and Engineer E. T. Reed, together run an Erie train. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.

41 Cash Prizes will be Given



Reproduced from an Actual Photograph of One of Our Rebuilt Underwoods.

Guaranteed Five Years

\$3 Puts It In Your Home

Yes, that's just what we mean. This genuine Shipman-Ward Rebuilt Underwood sent to you for ten days' free trial. Put it in your home by paying \$3 down—we'll refund that \$3 and pay transportation charges both ways if you don't want to keep the Underwood. See for yourself—compare our Underwood with any other typewriter, new or rebuilt, at any price. If you decide to keep it, you can pay on easy monthly payments—little more than rental.

Less Than Factory Price

Just think of it! Less than the factory price of a new Underwood and yet it's impossible to tell a Shipman-Ward Rebuilt from a brand new machine in appearance, durability or quality of

work. The same three full-size models being made and sold by The Underwood Company today—the same up-to-date features! Two-color ribbon, back-spacer, stencil device, automatic ribbon reverse, tabulator, etc. And the famous Underwood feature—absolutely visible writing—the entire line of typewriting is visible at all times. Standard 4-row single shift keyboard.

Easy Payments

Remember, it doesn't cost you a penny to try the machine. Then, you may pay cash at a substantial discount, or monthly payments so small that you will never miss them. Either way you get the world's standard typewriter at a big cash saving to you. Get all the facts now—mail the coupon today.

Typewriter Emporium SHIPMAN-WARD MFG. CO

"The Rebuilders of the Underwood"

Also Manufacturers of

THE LIGHTNING COIN CHANGER

Est. 1892 A-240 Shipman Bldg. Ravenswood and Montrose Aves. Chicago

SHIPMAN-WARD MFG. CO.
240 Shipman Bldg., Ravenswood & Montrose
Avenues, Chicago.

(PLEASE MARK WITH A CROSS)

- ☐ Please send full particulars about your Thirtieth Anniversary Contest.
- ☐ Also send me your beautiful Catalog and tell me how I can get a Shipman-Ward Underwood for \$3 down. This does not obligate me to buy.

Name _____

Street or R. F. D. _____

Post Office _____ State _____

Mail It Now!



Act Today!

First Prize \$500

Big Shipman-Ward 30 Contest Open to Everyone. This Publication. No Essay. No Obligation

Here's an amazing offer! Different from anything you ever saw. It means real money for you—no obligation, purchase, lottery payments of any kind! Win away, and anybody in the U.S. employs, is eligible!

THE PRIZES

FIRST PRIZE	.....
Second	.....
Third	.....
Fourth	.....
Fifth	.....
Sixth	.....
Seventh	.....
Eighth	.....
Ninth	.....
Tenth	.....
Eleventh	.....
Twelfth	.....
Thirteenth	.....
Fourteenth	.....
Fifteenth	.....
Sixteenth	.....
Seventeenth to forty-first	.....
TWENTY-FIVE \$100	.....

We make this big contest of our thirtieth business birthday. This company has been in business and boasts over 337,000 employees. It isn't necessary to buy a Shipman-Ward Rebuilt in order to enter. It's a profit-sharing contest. Anybody, excepting our employees, is eligible. Send coupon to the left, and get

Our contest plan is so simple that anybody has a good chance of winning. It's a chance to win hundreds of dollars—FREE. Just sign the coupon and mail it as soon as possible. That's all—no obligation. So tear out



This is a photograph of the Shipman-Ward Plant. The contest marks the 30th anniversary of the company in Chicago. In this plant the famous rebuilt Underwood





